The Bombay Gazette.

No. 7,474.—New Series. BOMBAY :—FRIDAY, FEBRUARY 25, 1870. Annual Subscription in Advance ... ...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
including postage	„ 72 0
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Ten lines and under

First insertion	Rs. 1 0
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per line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ „ „
Third and succeeding	2½ „ „

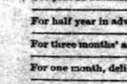
In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.



THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASIA, 1,579 tons, 250 H. P., Commander J. Fayrer, will be despatched on the 1st March 1870, at noon.

March 1870	March.		
Leave Bombay	1	Leave Galle	8
„ Caswar	2	„ Negapatam	11
„ Mangalore	3	„ Madras	14
„ Cannanore	4	„ Coconada	16
„ Calicut	5	„ Vizagapatam	17
„ Beypore	6	„ Bimlipatam	17
„ Cochin	7	„ Gopalpore	18
„ Tuticorin	8	Arrive Calcutta	20
„ Colombo	7		

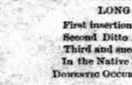
This route is the most expeditious and economical for Passengers for the Neilgherric district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.



(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

THE British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundar, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

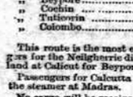
THE British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

The steam ship KURRACHEE, 519 tons, 120 H. P., Commander A. Cottier, will be despatched on the 28th February, 1870, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.



THE well known First Class Steamer PHLOX, E. Baker, Commander, sails here for the undernoted Ports, every FRIDAY, starting from the Apollo Bunder at 4 P.M.

Unjunwell,	Mirwan,
Rutnagherry,	Vingorla,
Jeytapoor,	Goa, Panjim.

For Freight or Passage apply to Nusserwanjee Kersasjee, Bazaar Gate Street, and for Charter to J. Dixon, Apollo Street.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, AND VALE.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Friday.
„ Rutnagherry	Sunday.	„ Beypore	Saturday.
„ Malwan	„	„ Calicut	„
„ Vingorla	„	„ Tellicherry	„
„ Goa	Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	Sunday.
„ Compta	„	„ Compta	Monday.
„ Mangalore	Tuesday.	„ Carwar	„
„ Cannanore	Wednesday.	„ Goa	Tuesday.
„ Tellicherry	„	„ Vingorla	„
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Rutnagherry	Wednesday.
Arrive Cochin	Thursday.	Arrive Bombay	Thursday.

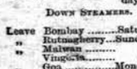
The Steamer LORD CLYDE, Captain Kinsconn, will be despatched according to the above table on SATURDAY next, the 26th instant, at 4 P. M.

NOWROJEE BHICAJEE, Manager.

No. 6, Borsah Bazaar Street, 21st February, 1870.

WEEKLY COMMUNICATION WITH ENGLAND.

On Saturday, the 26th February, at 3 P.M., from Mazagon.



THE P. & O. Co.'s S. S. CHINA, (2,610 tons, and 400 H. P.) Captain C. D. Seymour, will LEAVE FOR SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Genoa, Barcelona and Havre, Liverpool, or London.

No Cargo can be received on board after sunset on the day previous to sailing.

Parcels will be received at this Office until 11 A.M. on Friday, the 25th instant.

The P. & O. S. N. Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for this purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, for the convenience of Passengers at 3 P.M., precisely, on the day of sailing.

G. F. HENRY, Superintendent.

P. & O. S. N. Co.'s Office, Rampart Row, Bombay, 21st February 1870.

STEAM TO LIVERPOOL VIA CANAL.

THE Steamer NUBIA, (2095 Tons and 450 H. P.) will be despatched to LIVERPOOL via the CANAL on MONDAY, the 7th March. For Freight apply to

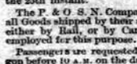
GEORGE F. HENRY,
Superintendent P. & O. Company.

Bombay, 17th February 1870.

N. B.—The Nubia will steam with one engine, and is expected to make the voyage in about 35 days.

LIVERPOOL VIA SUEZ CANAL.

(Calling at Havre if sufficient inducement offer.)



THE undermentioned First Class Screw Steamers will be despatched in the following order :—

Leith	957 Tons Register	28th February.	
Calypso	1,123 „	„	15th March.
Dido	1,100 „	„	31st March.

For Freight only apply to RITCHIE, STEUART, & Co.

3rd February 1870.

NEW OVERLAND ROUTE

(via SUEZ CANAL.)

DIRECT SERVICE BETWEEN BOMBAY and MARSEILLES, touching at ADEN, SUEZ, ISMAILIA, PORT SAID, and MARSEILLES.

LA COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.—MARC FRAISSINET PERE et FILS will DESPATCH STEAMERS MONTHLY from BOMBAY to MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

Freight.—The Company undertake to grant through Bills of Lading for Aden, Suez, Port Said, Alexandria, Malta, Marseilles, Genoa, Leghorn, Civita Vecchia, Naples, Barcelona, Havre, and other Continental Ports. They have also made arrangements to for ward Cotton all through from Bombay to the principal towns in France, Germany, Switzerland, Italy, Belgium, and Spain.

Shippers will have the option, on due notice being given, of detaining at Marseilles Cotton destined for other parts of the Continent; the Freight on same to be regulated at the average rate paid by the same Steamer.

Freight on Goods shipped to Europe to be payablent Marseilles in French money.

The undersigned are further prepared to receive Merchandize from up-country, and to forward same to any part of Europe.

INSURANCE may be effected on favourable terms, under the Company's Floating Policy, on goods shipped by their own Steamers. Premiums of Insurance from Bombay to Marseilles ½ per cent.

PASSENGER RATES.

(Inclusive of Wines, and all Transit Fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
„ Suez	£ 43	£ 29-10
„ Port Said	£ 42	£ 24
„ Marseilles	£ 58	£ 36

Children over three and under ten years of age, half fare.

In accordance with the above, the new Steam Ship AFRIQUE, 2,500 tons, Captain Rolland, will be despatched from Bombay on or about the 28th February, and will be followed by the ASIE, 1,300 tons, Captain Lavigne, to sail about the 20th March next.

For further particulars, rates of Freight, &c., apply to

KUNKLER, FREUDWERCK, & Co., Agents.

Elphinstone Circle, 14th February, 1870.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

{ To Suez—1st class £40, 2nd class £22. 10s. } Exclusive
{ To Trieste—1st class £55, 2nd class £34. } of Wines.

Exclusive of Transit.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissenet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Fraissenet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissinet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every alternate Monday.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. H. Rubattino and Co., Genoa; or to the undersigned in Bombay.

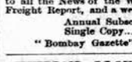
The Steam-ship KRISHNA, 1,500 Tons, Captain Bonfellow, will be despatched on MONDAY, the 28th February.

The following Steamer will be despatched on MONDAY the 14th March.

STEARNS, HOBART, & Co.

AUSTRIAN LLOYD STEAM NAVIGATION COMPANY.

Direct Service between Bombay and Trieste via Suez Canal.



THE new steamer APIS, 1,400 tons and 250 H. P., expected to arrive here about the 21st inst., will have quick despatch for TRIESTE, Cargo also taken for Venice, Constantinople and Odessa. For Freight, &c., apply to

A. C. GUMPERT & Co., Agents.

30 Meadow Street, 16th February 1870.

FOR LIVERPOOL DIRECT.

THE Fine A I Iron Ship SLIEVE DONARD has nearly engaged two-thirds of her CARGO, will have quick despatch. She has been docked and cleaned her bottom. For Freight apply to MERWANJEE NUSSERWANJEE, Agent.

NOTICE to OVERLAND PASSENGERS.—Half Pints of CHAMPAGNE of the FINEST QUALITY, Extra Dry Double Star, Gold Neck.

PAYNE & Co.,
ELPHINSTONE CIRCLE, BOMBAY,
Immediately opposite the Custom House.

NOTICE.—Consignees of CARGO per ship OCTAVIA, from Mauritius, are requested to SEND BOATS alongside at once to take delivery, otherwise the same will be landed by Captain Barrow without further intimation at be risk and expense of the concerned.

W. NICOL & Co.,
Agents of Captain and Owners.

Bombay, 21st February 1870.

NEW ADVERTISEMENTS.

Will be Published early To-morrow Morning,

BOMBAY GAZETTE OVERLAND SUMMARY.

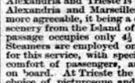
The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy ..... Annas 4

"Bombay Gazette" Office, Meadow Street, Fort.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE Company intends to despatch on or about the FIRST of EVERY MONTH a Steamer from TRIESTE to BOMBAY, and *vice versâ*. The first Steamer, the APIS, 1,400 tons, Captain Benich, will leave Bombay for Trieste on or about the 15th March and will be followed by the new Steamer SPHINX, 1,400 tons, on or about the 1st April.

PASSENGER RATES FROM BOMBAY :

	1st Class.	Deck without Food.
To Aden	£16	£6 -15
To Suez	£28	£11-15
To Port Said	£30	£12-10
To Trieste	£40	£12-10

Cargo taken for Trieste direct, also for Venice, Constantinople, and Odessa.

Besides the above direct line, there is a weekly service by MAIL STEAMERS between Alexandria and Trieste, and *vice versâ*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's fleet Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their luggage forwarded by that Company's steamers to Southampton, at a charge of 10s. per cwt., to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned Agents grant also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE :

First Class	£13 | Second Class £9

Children under 10 years at Half Fare ; under 2 years, Free.

REDUCED FARES FOR FAMILIES, consisting of not less than 3 adult members travelling together :—First Class, £10-16 per head. Second Class, £7-10 per head.

Railway tickets from SUEZ to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co., First Class, £4-10; Second Class, £3-5. Children over 3 and under 10 years at Half Fare.

Under arrangements made with the Bombay and Bengal Steam Ship Company, (Messrs. Stearns, Hobart & Co., Managers,) Passengers from BOMBAY can book through to TRIESTE via ALEXANDRIA at the following rates, (not including Transit through Egypt) :—First Class, £35 ; Second Class, £34, exclusive of wines.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

For further particulars, and for freight and passage apply to

A. C. GUMPERT & Co.,
Agents for the Austrian Lloyd.

Bombay, 30, Medows Street.

SHIP BRITISH SCEPTRE.—To Consignees of CARGO who have not already sent Boats alongside, NOTICE is hereby given, that unless they at once do so, the Captain will, without further delay, land the Goods at their expense.

EDWARD BIGG & Co., Agents.

THEATRE ROYAL, GRANT ROAD.

Sole Lessee ..... Mr. DAVE CARSON.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

FRIDAY, 25TH FEBRUARY 1870.

GRAND
MINSTREL AND BURLESQUE ENTERTAINMENT,
FOR THE
BENEFIT
OF THE
VERSATILE COMEDIAN,
MR. F. H. POLLOCK,
Who will appear in his characteristic impersonation of
ISAAC (OLE OLO')
In Byron's Burlesque of
THE MAID AND THE MAGPIE.

THE BENEFICIAIRE
Will also appear in his famous Song of
THE HAPPIEST FELLOW OUT,
In his original Character of the
CHRISTMAS PANTOMIME PANTALOON.

DAVE CARSON'S MINSTRELS
IN AN
ENTIRELY NEW PROGRAMME.

The Evening's Entertainment will conclude (for the first time in Bombay) with H. J. Byron's Popular Burlesque, entitled,

THE MAID AND THE MAGPIE,
OR
THE FATAL SPOON,
With the following powerful cast :

Fabrizio (the Village Farmer)	Mr. W. South.
Gianetto (his Son)	Miss Waddy Deering.
Pippo (the Unfortunate)	Mr. E. D. Haygarth.
Fernando Villabella, (the Unhappy Parient)	Mr. O. Deering.
The Magistrate	Mr. H. Richardson.
Dame Lucia	Miss Fanny Wiseman.
Ninette (the Maid)	Mrs. H. Richardson.
ISAAC, "Old Clo'"	Mr. F. H. POLLOCK.

Reserved Seats may be secured at Messrs. SOUNDY & Co.'s, where a plan of the Theatre can be seen.

Doors open at 8-15. Performance commences at 9 P.M.

TO-MORROW, SATURDAY, 26TH FEB. 1870,
By express desire,
THE DAUGHTER OF THE REGIMENT
WILL AGAIN BE PRODUCED.

NEW ADVERTISEMENTS.

HARVEY'S NATIONAL CIRCUS, ON THE ESPLANADE.

TO-NIGHT, FRIDAY, 25TH Feb.

EXTRAORDINARY SUCCESS.

GRAND HIPPODROME AND OLYMPIAN ENTERTAINMENT.

THE ANCIENT GAMES
OF
ROME AND GREECE REVIVED.

DARING AND DASHING FETES
OF
HORSEMANSHIP.

WONDERFUL TRAPIZONIANS.

ASTOUNDING GYMNASTS.

AMAZING ATHLETES.

CLASSIC ACROBATS.

AMUSING CLOWNS AND JESTERS,
AND
EXTRAORDINARY HORSES.

The following Artists, all new to India :

MADAME HENRIQUES,
The most daring Lady Equestrienne of the Period.

MR. FRANK STEBBIN,
THE RENOWNED VAULTER AND JESTER,
with his Wonderful Children,

WILLIE AND FRANCIS,
Whose Combined Acrobatic Performances
STANDS UNRIVALLED.

MR. ALEXANDER HENDERSON,
THE GREAT HOROZONTOLITE VAULTER
and
DOUBLE SOMERSAULT THROWER.

THE LUPROIL BROTHERS,
TRAPIZONIANS,
Celebrated for those Wonderful Performances on the high Trapeze.

JAMES CHALKER,
CLOWN AND JESTER.

MR. ROBERT HILLIER,
Equestrian,
THE GREAT TWO-HORSE RIDER.

MR. GEORGE GETTINGILL,
ATHLETE AND ACROBAT,

MR. E. WILSON,
ATHLETE AND ACROBAT,
AND A
SPLENDID STUD OF TRAINED HORSES,
All highly Educated,
Including the Great Trick and Dancing Horse
GREY LEG,
Trained by Signor HILLIER,
ASTLEY'S RENOWNED TRAINER.

TO-NIGHT,
THE GREAT HENRIQUES.

TO-NIGHT,
THE TWO LITTLE BOYS,
FRANCIS AND JOHNNY.

TO-NIGHT,
THE LUPROIL BROTHERS,
THE WONDERFUL GYMNASTS.

TO-NIGHT,
GREY LEG.

STEBBIN AND HIS WONDERFUL CHILDREN,
TO-NIGHT.

This Grand Combination of Talent appears under a new and

SPACIOUS PAVILION,

Brilliantly illuminated, comfortably seated, capable of seating three thousand persons.

Family Boxes and Reserved Seats can be engaged from Messrs. SOUNDY & Co.

PRICES OF ADMISSION.

Family Box, containing five Chairs	Rs. 20
Reserved Seat in Box	„ 5
Dress Circle	„ 4
Stalls	„ 2
Pit	„ 1

Doors open 8-15 ; commencing at 9 o'clock.

Carriages may be ordered at 11 o'clock.

Equestrian Director ..... Mr. FRANK STEBBIN
Manager and Proprietor ..... Mr. E. H. HARVEY.

ST. ANDREW'S LIBRARY,
THACKER, VINING, & Co.

THE CELEBRATED A. B. C. DESPATCH BOXES.

** To those who set store by order and arrangement of papers, to others who habitually misplace papers, and to all to whom it would be a relief to be able to put a hand at once on any letter or document required, this clever arrangement cannot fail of being appreciated.

Messrs. I. V. & Co. have several descriptions of these most useful Boxes : the latest received is one constructed by Messrs. De La Rue, at their suggestion, and may be called,

THE SECRETARY'S A. B. C. DESPATCH BOX,

which besides the usually divisional arrangement on a large scale contains a fitted drawer with separate lock which may be at any time carried as a distinct and complete writing case : the dimensions of the Secretary's Box are 14½ by 11½ by 9½ deep, Green Morocco. Price Rs. 95.

THE IMPROVED "A. B. C." DESPATCH BOX, is fitted with an inkstand, a small supply of stationery, writing folio, wafer-box, and space for paper knife, &c. ; it is of French morocco leather. Price Rs. 38.

THE "A.B.C." DESPATCH BOX

10 inch, Mock Leather	Rs. 10	Oak	Rs. 21
12 inch ditto	13-8	„	25
14 inch ditto	15	„	30

Rampart Row. THACKER, VINING, & Co.

METALLIC STATIONERY RACKS.

These are strongly recommended for their general convenience and great durability, they do not warp or crack, and are not affected by either a moist or dry atmosphere.

Plain, to take foolscap paper and the smaller sizes of paper and envelopes, Rs. 7-8.

Ditto, with space for two ink bottles, pen tray, and waferbox, Rs. 12-8.

Ditto, with cover to lock, Rs. 21.

Rampart Row. THACKER, VINING, & Co.

CHUBB'S BOXES JUST RECEIVED :—

Chubb's Paper Boxes with inkstand and pen tray—		
No. 2, 15 by 9½ by 6 inches deep, outside	Rs.	30 0
No. 3, 17 by 11 by 7	„	35 0
No. 4, 18½ by 12½ by 7	„	40 0
Chubb's Palanquin Boxes, containing slope for writing upon, large folio inkstand, pen tray, &c.—Size 10½ by 18½ by 8½ inches deep, outside	„	55 0
** Strong leather cover and straps can be supplied for either of the above boxes	„	15 0

Rampart Row. THACKER, VINING, & Co.

STATIONERY CABINETS, with Folding Doors, Drawers, and divisions for Stationery of all useful sizes ; porcelain Tablet, screw top Ink-bottles, Date Case, etc.

Oak, quarto size	Rs.	35
Do. foolscap size	„	50
Mahogany, quarto size	„	38
Do. Foolscap size	„	55

Rampart Row. THACKER, VINING, & Co.

WRITING FOLIOS for the Club or Messroom Tables.

Demi size, French morocco	Rs.	6 0
Ditto Levant morocco	„	15 0

The latter is a handsome and most durable article, the name can be impressed in Gold for an extra charge of 1 8

WRITING FOLIOS for the Drawing Room and Writing Table, gold tooled or plain.

Rampart Row. THACKER, VINING, & Co.

CHUBB'S CASH BOXES, with tray for Cash and Notes, No. 0 to No. 5. Rs. 15 to Rs. 28.

Rampart Row. THACKER, VINING, & Co.

DE LA RUE'S TOURIST'S WRITING CASE, containing Note Paper and Envelopes, Inkstand, Blotting Folio, Pen-holder, Pen, Pencil, &c., all in a space of 9½ by 8½ by 2 inches deep.

Mock Russia Leather with spring lock	Rs.	8	8
Morocco ditto ditto	„	12	8
Russia ditto ditto	„	18	8

Rampart Row. THACKER, VINING, & Co.

MORDAN'S JAPANNED TIN DESPATCH BOXES of 3 sizes, fitted.

Rampart Row. THACKER, VINING, & Co.

FIRST and SECOND FLOORS in Meadow Street TO LET from 1st March. These Floors are airy and in a good position. On the first floor there are four rooms, and on the second floor two large rooms suitable for offices. Apply to NANSEE KHYRAZ, 13 Meadow Street.

FOR ILLUMINATIONS.

A Simple and Cheap Means of ILLUMINATING with OIL, viz., the VARIED COLOURED TUMBLERS, which can be suspended from wires to form suitable devices. Price per dozen Rs. 2.

TREACHER & Co. (Limited).

NEW ADVERTISEMENTS.

NOTICE.—GENTLEMEN wishing to secure places on WATSON'S BUILDING for the NIGHT of the FIREWORKS can do so at the following rates :—

Roof and Top Floor places	Rs.	10 each.
Third Floor do.	„	„

Separate Rooms can be had for Families and Private Parties.

J. & W. WATSON & Co.

NOTICE.—THE PUBLIC are hereby informed that Ms. NANABHOY PANDURUNG is the SOLE PROPRIETOR of the Firm carried on in Bombay under the Name and Style of Messrs. Balcrustna Sitaram and Co., and that no one except the said Nanabhoy Pandurung has authority to sign for or on behalf of the said Firm of Messrs. Balcrustna Sitaram & Co.

NANABHOY PANDURUNG.

Bombay, 24th February 1870.

NOTICE.—To be SOLD by PUBLIC AUCTION in Her Majesty's Dockyard, on MONDAY the 7th March 1870 and the days following, a quantity of OLD and UNSERVICEABLE MARINE STORES, consisting of Awnings, old Canvas, Sails, Rope old (coir and Europe), Boats' Masts, Yards, Iron Brass and Copper old, Cases, Casks, Tins, Coal Dust, &c. Also Tanks, Iron and other Stores returned from Abyssinia. Terms of Sale as usual, and for further particulars apply to the undersigned.

W. T. CROCKETT, Lieut. I. N.,
Acting Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 23rd Feb. 1870.

BOMBAY NATIVE INSURANCE COMPANY.—NOTICE is hereby given, that a DIVIDEND of Rs. 200 per Share, for the year ended 31st October 1869, will be paid to the Shareholders, on and after the 5th March 1870, on production of Share Certificates, at the Registered Office of the Company, Church Gate Street, Fort, and that Rs. 10,000 has been set aside for distribution amongst the Contributors to the office.

Shareholders desirous of comparing notes in respect to business contributed by them will be good enough to call at this office for that purpose up to the 3rd March 1870, after which date they will not be permitted to do so.

By order of the Board of Directors,
VIEGAS & Co., Secretaries.

B. N. I. Co.'s Office, Church Gate Street, Fort, 24th Feb. 1870.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the Matter of Act XXVIII. of 1865, and of the Estate of PREMCHUND ROYCHUND, an Insolvent trader.

Upon hearing Mr. HURRELL, on behalf of James Ranken, one of the Trustees of the abovenamed Estate, who gives Notice of the desire of the said James Ranken to resign the Trust, I do order that the said James Ranken be permitted to resign his office of Trustee from and after the 11th day of March next ; and I do further order and direct that GEORGE RAMSAY WILSON, the remaining Trustee of the said Estate, be permitted from and after the said 11th day of March next to do and perform all further matters and acts required to be done in connection with the said Estate.—Dated this 24th day of February 1870.

L. H. BAYLEY.

MANISTY & HURRELL,
Solicitors to the Trustees of the Estate of Premchund Roychund.

IN the HIGH COURT of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865, and of the Estate of RUSTOMJEE JAMSETJEE JEJEEBHOY, an Insolvent Trader.

Upon hearing Mr. HURRELL, on behalf of James Ranken, one of the Trustees of the abovenamed Estate, who gives Notice of the desire of the said James Ranken to resign the Trust, I do order that the said James Ranken be permitted to resign his office of Trustee from and after the 11th day of March next ; and I do further order and direct that ARDASEER HORMUSJEE WADIA, the remaining Trustee of the said Estate, be permitted from and after the said 11th day of March next to do and perform all further matters and acts required to be done in connection with the said Estate.—Dated this 24th day of February 1870.

L. H. BAYLEY.

MANISTY & HURRELL,
Solicitors for the Trustees of the Estate of Rustomjee Jamsetjee Jejeebhoy.

WINES, SPIRITS, BEER, &c.

CUTLER, PALMER, & Co.,
WINE MERCHANTS
TO
HER MAJESTY THE QUEEN
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.

Established in Bombay in the Year 1842, in London and Bordeaux 1815.

CUTLER, PALMER, & Co. beg to draw attention to the following selection of their well known Wines and Spirits, fresh supplies of which have recently arrived :—

The Finest Dry CHAMPAGNES that can be shipped.

(Our own Brand.)

	Rs.	as.
MAGNUMS, finest dry (Labelled)		74 0
FINEST DRY Sparkling, gold foil	Qts.	36 0
FINEST SPARKLING, silver foil	„	32 0
GOOD SPARKLING, do.	„	27 0

(Also in Pints at Rs. 19-8, Rs. 17-8, and Rs. 14-8.)

SPIRITS.

These are protected by Patent Trade Mark Capsules, and our original Rebet-shaped Label.

	Rs.	as.
COGNAC, Old Pale Black capsule		32 0
COGNAC, Superior Pale Yellow capsule		30 0
COGNAC, Pale White capsule		25 0
OLD JAMAICA RUM		22 0
OLD TOM, GIN, 1st Quality		21 0
GENEVA (1 dozen Flasks in a case)		21 0
IRISH WHISKEY		23 0
SCOTCH WHISKEY		21 0

SHERRIES.

Specially selected for Tropical Consumption.

(Our own Brand.)

	Rs.	as.
WHITE SEAL, an ordinary Dinner Wine		15 0
YELLOW SEAL, Pale and Dry, an excellent Dinner Wine		18 8
BROWN SEAL, very Dry and delicate		22 0
BLUE SEAL, extra Pale Dry and delicate		22 0
GREEN SEAL, full bodied, light gold color, Nutty and Dry.		22 0
AMOROSO, very choice, full flavored, soft and Pale		28 0
AMONTILLADO, very choice and superior		32 0
EAST INDIA MADEIRA (one voyage)		33 0

PORTS.

(Our own Brand.)

	Qts. Rs.	as.	Pts. Rs.	as.
A 1—OLD CRUSTED, choice	36	0		
A 1—GOLD SEAL, an invalid's wine, full and fruity	30	0		
1st Quality. BLACK SEAL, a Dessert wine, mature	24	8	14	0
2nd „ RED SEAL, a good wine	18	0	10	8

BORDEAUX.

(Our own Brand.)

	Qts. Rs.	as.	Pts. Rs.	as.
CHATEAU MOUTON...Gold capsule ....per doz.	30	0	16	0
CHATEAU RAUZAN...Black capsule	„ 25	0	14	0
CHATEAU PALMER...Blue capsule	„ 22	0	12	0
CHATEAU LAROSE...Yellow capsule	„ 18	8	10	8
ST. JULIEN Green capsule	„ 17	0	10	0
MEDOC (Cantenac) Red capsule	„ 15	8	9	0
MEDOC White capsule	„ 13	8		
HAUT SAUTERNES...Red capsule	„ 22	0	12	0

For particulars of their other Wines, CUTLER, PALMER, & Co. refer their friends and the public to their General Price List.

Orders are executed for not less than 1 dozen quarts or 2 dozen pints of any Wine or Spirit.

DEAN LANE, BOMBAY.

FOR SALE, at the Godowns of the undersigned, the following WINES, just received ex SAM MENDEL from Messrs. T. Oakes & Co., of 10 Austin Friars, London. These Wines are largely consumed in the Bengal and Madras Presidencies :—

Pale Dinner Sherry, Bronze Caps, at Rs.	15	per dozen.	
Fine Dry Pale Sherry, Green	„	19	„
Superior Old Pale Sherry, Yellow	„	24	„

LEGGATT & Co.

FOR SALE, at the Godown of the undersigned, No. 27 Meadow Street, the following Wines, shipped by Messrs. Finke & Co., Bordeaux :—

Claret.—Medoc St. Julien	each case 4 doz.	Rs.	10 per doz.
Do. Pauillac	„ 4	„	12 „
1864 Mouton d'Armaillacq	„ 1	„	15 „
1864 Chateau Larose	„ 1	„	20 „
1864 Chateau Lafite	„ 1	„	25 „
Brandy.—Robin & Co.'s 3 years old	„ 1	„	22 „
Do. do.	„ 1	„	30 „
Finke & Co.'s fine Champagne Cognac	„ 1	„	29 „
Sherry.—Gibb & Bruce's yellow seal	„ 2	„	16 „
Do. green	„ 2	„	18 „
Do. Amontillado	„ 2	„	26 „
Robertson's brown seal	„ 1	„	14 „
Do. blue do.	„ 1	„	16 „

MACNEE, THOMSEN, & WARNEKEN.

BOUNEVIALLE AND SIBILLE,
WINE AND GENERAL COMMISSION AGENCY,
1 Oak Lane, Fort.

Bordeaux (a sound Breakfast Wine	per doz. qts	Rs.	8 0
Do	„ qts	„	9 0
Do (old)	„ qts	„	10 8
Do do	„ pts	„	6 8
St. Estephe Medoc (recommended)

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

Colabas and Elphinstones have been enquired for at Rs. 1,530 and Rs. 1,020, respectively.]

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	50p.c.	Agra Bank	115
72,000	1,000	all	8 p.ct.	Bank of Bengal	1,450
10,000	500	all	8 p.ct.	Ditto of Bombay New	615
10,000	500	100		Ditto 2nd Issue	1825
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,500
20,000	250	all	8 p.ct.	Chartered Mercantile Bk. of L. L. & China	320
40,000	200	all	6 do.	Chartered Bk. of I. & C.	190
37,500	250	125	6 do.	National Bank of India	133
60,000	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co.	1,530
10,000	1,000	all	Rs. 30	Elphinstone Land	1,020
10,000	1,000	650	14-14	Do. New	645
15,000	150	all	Nil	Worli Land & Pier Co. Ld	160
5,000	5,000	4,100	Nil	Mazagon Land	1,000
5,000	2,000	1,400	Nil	Port Canning	245

SPINNING AND WEAVING COMPANIES.

600	2,000	1,700	50	Albert Mills Co.	750
500	2,500	all	90 p.c.	Alliance Spinning	1,735
100	5,000	all	...	Bombay	2,800
300	1,000	all	10 p.c.	Bombay United	705
200	500	all	...	Bronch Mills	200
900	1,000	all	...	Dharumsey Spinning	1,340
750	2,000	all	150 p.c.	Great Eastern	1,320
500	1,000	all	50	Manockji Petit's	725
2,000	2,500	all	...	Oriental	1,290
600	2,500	2,200	...	Royal	1,340

PRESS COMPANIES

120	5,000	2,850	350 p.c.	Akbar Cotton Press Co...	2,173
200	2,000	1,100	100 do.	Albert Co, Kurrachee	500
98	1,500	600	90 do.	Alexandra Press Co.	450
	2,500	1,000	200 do.	Apollo Press Co.	7,100
200	2,000	all	375 do.	Bombay Press Co.	1,200
200	500	all	30 do.	Do. New	430
500	1,000	all	300 do.	Colaba Press Co	8,500
250	2,000	all	...	East India Press Co	1,140
150	1,000	all	100 p.c.	Fort Press Co.	9,050
300	2,000	1,000	...	Framji Cowasji Press	800
300	5,000	all	240 p.c.	Hydraulic Press Co.	2,700
1000	5,000	2,000	100 p.c.	Kurrachee Press Co.	700
1,500	1,000	500	...	Mofus. Press & G. Co.	220
125	2,500	all	250 p.c.	Prince of Wales Press	2,900
225	500	275	300 p.c.	Victoria Press, Madras	1,075
150	2,000	all	...	Tinnevelly Press Co.	1,450

(Per share for the half-year.)

RAILWAY COMPANIES.

...	£20	318.3.3	5 p.c.	G. I. P. Railway Consolidated Stock 220
...	£9	109.11.5	do.	Do. New £20 shares 117
...	£ 1	43.10.3	do.	Do. Do.
...	£10	1,000	do.	B. B. & C. I. Railway Co. 1,100
...	£1	196.5.1	do.	Do. New Shares 200

MISCELLANEOUS.

	2,500	1,500	135 p.c.	Bombay Burmah Trading Corporation	815
4,000	50	all	8p.c.	Mechanics' F'td'r'g Co.	33
500	2,000	800	9	Kurrachee Landing and Shipping Company	160
5,000	500	all	Nil	Treacher & Co.	305

BANKS IN LIQUIDATION.

Date of L'dation.			
500	50	Jan. '86	Bank of Bombay
45	25	...	Do. China
200	25	Sept. '67	B'bay Trdg. & B'kg
200	40	Sept. '67	Brokers' Bank
250	...	Mar. '66	Central Bank
...	...	...	East India Bank'g
200	10	Feb. '67	Indian Peninsula
200	68	May '67	Royal Bank
1200	74	Apr. '67	Old Financial

44	5,200	1,750	Nov. '66
6	...	...	...
15	3,500	2,400	...
15–1	...	...	...
6	5,000	2,500	...
5½			
3			
1			

COMPANIES IN LIQUIDATION.

5,200	1,750	Nov. '66	Back Bay Co.	500
3,500	2,400	...	B'bay & Bengal S. S.	100
5,000	2,500	...	Bombay Shi Co.	100

EXCHANGE.

On	Terms.	Rate
London	At sight	1s. 11 7/16d.
London Banks	6 months' sight	1s. 11 7/8d.
Do. Credits	6 Do. do.	2s.
Do. Documents	6 Do. do.	2s. 0½d.
Calcutta	At sight	99
Do.	30 days' sight	99
Do.	60 days' sight	99
Madras	At sight	99
Do.	30 days' sight	99
China	60 Do. do.	129

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	6 "

CALCUTTA.—19TH FEBRUARY, 1870.

The following transactions were reported to-day—

In Government Securities :—

4 per cents., at Rs. 95-8 or to 4-8 discount.

5 per cents of 1855-57, at Rs. 108-6.

5½ per cents, large amounts, at Rs. 112-14.

15 years' Debentures, at Rs. 109-6.

—In shares :—

National Bank shares, at Rs. 135 and 136.

India General Steam Navigation Co's full shares, a good number, at Rs. 200.

Port Canning Land Investment, &c., Co.'s shares, at Rs. 200.

—*Englishman.*

MILITARY.

ARRIVALS.—FEBRUARY 24.

Theobald, Captain, Brigade Major, R. A., on leave, from Kirkee.

Straker, Surgeon, Sappers and Miners, on leave, from Kirkee.

Playfair, Captain, Hydrabad Contingent, on leave, from Elichpoor.

Hodgson, Captain, 28th Punjab N. I., on leave, from Umballa.

Dyas, Captain, 30th Punjaub N. I., on leave, from Jhelum.

Hogg, Major, Staff Corps, on leave, from Poona.

Kerr, Lieutenant-Colonel, Infantry, on duty, from Deolalee.

Whitteker, Lieutenant-Colonel, Staff Corps, on duty, from Deolalee.

Moore, Major, Staff Corps, on duty, from Deolalee.

Farmer, Surgeon, 95th Regiment, to appear before medical board, from Khee.

Hamilton, Lieutenant, 5th Madras N. I., on leave, from Secundrabad.

Cotton, Lieutenant, Royal Artillery, to appear before medical board, from Mooltan.

Yates, Lieutenant, Royal Artillery, to appear before medical board, from Lucknow.

Reanick, Lieutenant, 2, Staff Corps, on sick leave, to —.

Cope, Captain, 14th Regiment, on sick leave, to —.

DEPARTURES.—FEBRUARY 24.

Moir, Veterinary Surgeon, Royal Horse Artillery, on duty, to Meerut.

Morgan, Major, Madras Staff Corps, on duty, to Secundrabad.

Melvill, Major, 19th Bengal Lancers, return to duty, to Mooltan.

Griffith, Captain, Bombay Royal Engineers, on duty, to Ahmedabad.

Pottinger, Major, Assistant Quartermaster General, on duty, to Ahmedabad.

Horne, Captain, Bengal Cavalry, on duty, to Allahabad.

Western, Lieutenant, Bengal Royal Engineers, return to duty, to Kurkee.

Blonfield, Lieutenant-Colonel, Madras Staff Corps, on leave, to England, (on the 28th instant.)

Hogg, Major, Staff, to rejoin, to Poona.

Crocker, Surgeon, 4th Infantry Hyderabad Contingent, return to duty, to Akola.

Wahab, Major, Staff Corps, on leave, to Poona.

SHIPPING.

DAILY FREIGHT REPORT—24TH FEBRUARY.

London	Cotton	£1 17s. 6d.	Nom. p.ton
	Cases	£2 0s. 0d. to £2 5s. 0d.	
	Seeds	£1 10s. 0d.	
Liverpool	Iron Ships Cotton	£1 5s. 0d. to £1 12s. 0d.	"
	Wooden Ships "	£1 5s. 0d. to £1 10s. 0d.	
	Myrabolns & Coir bdls	£0 15s. 0d. to £0 17s. 6d.	
	Seeds	£0 10s. 0d. to £0 17s. 6d.	
Havre	Cotton	£1 17s. 6d. to £2 0s. 0d.	
	Coffee	Nominal	
Overland ..Steamers		£3 17s. 6d. to £4 5s. 0d.	
Liverpool via Suez Canal		£3 0s. 0d. to £3 10s. 0d.	
China	Steamer Cotton	Rs. 8 to 9 per bale.	
	Opium	Rs. 25 to 30 per chest.	
	Sailing Ships	Nominal	
Calcutta ...Salt		Rs. 3 0 0 to 4 0 0 per ton.	
Calcutta to Bombay		Rs. 14 to 15 and Calcutta Port charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Feb.	Vessel.	Commander.	From.
23	Agnis	Santos	Hongkong, Jan. 12.
	Loochoo	Baste	Bangkok, Jan. 13.
	Talbot	Dugham	London, Oct. 17.
	Zuleitic	Lewis	Newcastle, Oct. 14.
	Cameo	Benson	South Shields, Sept. 24
	Thames	Brown	Liverpool, Oct. 21.
	Marathon	Davies	Liverpool, Oct. 7.
	Lord Clyde (s)	Simpsons	Cochin, Feb. 17.
	Leveriston (s)	Clark	Trieste, Jan. 27.
24	H.M.S. Lord Elphinstone	Carpendale	Beypore, Feb. 21.

DEPARTURES.

Feb.	Vessel.	Commander.	Destination.
24	Red Jacket	Young	Calcutta.
	General Hawdock (s)	Hutchison	Nowanggur.
	Phlox (s)	Baker	Nowanggur.
	Athena	Hutchison	Cochin.

The ship Anna Henderson, Henderson, to Ganjam, obtained her port clearance yesterday.

The following vessels began to load yesterday—

Steamer Leverington, to Liverpool via Suez Canal.

Steamer Lord Clyde, to Malabar Coast.

Ship J. P. Wheeler, to New York.

THE HOOGHLY.

ARRIVALS.

Feb. 19	City of Benares	Smith	Glasgow, Nov 11
21	City of Delhi	——	London
	Portia	——	London

DEPARTURES.

Feb. 19	Moulmein (s)	——	——
	Madras (s)	——	——
	Magdala (s)	——	——
	Himalaya (s)	——	——
	Blue Cross (s)	——	——
	City of Madrid	——	——
	G H Warren	——	——

POSTAL NOTICES.

OVERLAND MAILS.

The Overland Mail, per P. and O. Co.'s steam packet, will be closed on SATURDAY, the 26th March, at 2 P.M.; the after-packet at 3 P.M. After-packet letters will not be forwarded unless an 8-anna Stamp is affixed to the letter in addition to the postage. Registered letters will be received until 1 P.M. The latest hour for posting at the several Branch Post Offices is 1 P.M.

CHINA MAILS.

The Post Office Packets for Ceylon, Penang, Singapore, and Hongkong, per P. & O. Company's steamer, will be closed on FRIDAY, the 4th March, at 9 A.M. A packet for late letters will be kept open on payment of the usual fee until 10 A.M. Registered letters will be received until 6 P.M. of the previous day.

AUSTRALIAN MAILS.

The Post Office Packet for Australia, per P. & O. steamers will be closed at 9 A.M. on the following date; the regulations regarding late and registered letters being the same as those for the China Mail :—

Friday ..... March 4

MAILS FOR MAURITIUS, THE CAPE, &c.

The Government of Mauritius having terminated their Contract with the Union Steam Ship Company for the conveyance of Mails between Aden and Mauritius, and between Mauritius and Natal, letters, &c., for Mauritius will, in future, be forwarded *via* Aden, to be thence conveyed by the French Mail Packets.

At the communication with the Cape of Good Hope and Natal is also thus cut off, all correspondence, addressed to those Colonies, will under instructions be sent in the Mail for London.

In consequence of the alteration of the dates of departure of the French Mail Packets from Aden to Mauritius, the Mails for Mauritius, Reunion, &c., will be forwarded on the 4th December, from Bombay to Aden, to be thence conveyed by the above-Packet*aumed to destination.

MAIL BETWEEN CALCUTTA AND THE STRAITS, HONGKONG.

Under arrangements made with the owners of the Opium Steamers, which ply monthly between Calcutta, the Straits, and Hongkong, these Steamers are closed as Indian Mail Packets, and Letters, Newspapers, and Packets of Newspapers, Books, or Patterns are forwarded by them from Calcutta for the Straits and Hongkong under the same conditions, and at the same rates, as similar articles forwarded by British Mail Packets [Peninsular and Oriental Company].

These Steamers leave Calcutta about 12 days more or less after each Government Opium Sale.

Mails for the United States of America, via Hongkong, can be forwarded by these Steamers at the same rates and under the same conditions as by British Packets.

The Opium Steamers proceed from Calcutta direct to the Straits and thence to Hongkong, and the time of transit from Calcutta to Hongkong is only about 15 days, that is, about 7 days less than he time taken by the British Packets.(Peninsular and Orientas ompany), which proceed by the more circuitous route of Madras and Galle.

DESPATCH OF INLAND MAILS FROM BOMBAY.

Revised Table of the hours for closing the Inland Mails to continue in force till further notice.

MAILS.	General Office.	Branch Offices.
For Post Towns on the N. E. Line of the G. I. P. Railway, for Khandeish, Malwa, Berar, Central Provinces, Punjab, N. W. Provinces, and Bengal	11 A.M.	10 A.M.
Do. on the S. E. Line of the G. I. P. Railway, for Poona, the Deccan, S. M. Country, and Madras Presidency, also for Ahmednuggur and Seroor	12 NOON.	11 A.M.
Do. on the S. E. Line of the G. I. P. Railway, as far as Poona	8 A.M.	5 P.M. previous day.
Do. in the N. B. and C. I. Railway, for Guzerat, Kurrachee, Sind, Kattiawar, and Cutch	3-30 A.M.	
Do. in Southern Concan, &c., for Poona, Nagotna, Mhar, Khed, Dapoolee, and Ruthagherry	6 A.M.	5 P.M previous day.

Registered letters and banghy parcels for despatch by all mails will be received except on Sundays, from 8 A.M. to 4 P.M.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Circulars, Pamphlets and Musical Programmes, Cards of all Descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.

BOMBAY GAZETTE STEAM PRESS.

NOTICE.—LADIES and GENTLEMEN who have not already received Cards of Invitation to the RECEPTION at Government House, Parell, on the occasion of H. R. H. THE DUKE OF EDINBURGH'S VISIT, and who may wish to attend, are requested to send their Names and Addresses to the A. D. C. in Waiting for submission to His Excellency the Governor.

J. G. GRAHAM,
Captain, Aide-de-Camp in Waiting.

Govt. House, Malabar Point, 22nd February 1870.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

MADRAS.

BIRTHS.

BLISS—February 15th, at Dindigul, the wife of H. W. Bliss, Esq., Madras Civil Service, of a son.

HANDYSIDE—February 15th, at Quilon, the wife of Major R. V. Handyside, Staff Corps, of a daughter.

NORTH-WEST PROVINCES, &c.

BIRTH.

SMITH—February 16th, at Shahjehanpore, the wife of Joseph Smith, C.S., of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

FRIDAY, FEBRUARY 25, 1870.

AFTER all that has been said it is manifest, from the collection of papers published by the Government of India, that the destruction of big game is a matter of far more moment than the preservation of any other kind. It is impossible to read the fragmentary reports and excerpts in the *Gazette of India* without feeling that there is plenty of work yet to be done before the larger destructive animals are in any danger of becoming scarce. In many places they are too plentiful; in some they interrupt communications, in others obstruct surveys; in all destroy human life more or less. Occasionally tigers, leopards, wolves, bears become very daring, making their lairs close to villages; and the carnivora, after disposing of cattle, sheep, goats, watch dogs, turn upon the human race and spread terror over wide regions of half cultivated land. The documents published, however, are very imperfect, and merely indicate the character, without showing the extent of the evil; but we may infer its breadth and amplitude from specimens which it is difficult to suppose are exceptional.

In the extracts we have printed Captain Rogers, basing his testimony on great experience, did not hesitate to say six months ago that there were many tigers at large which had each killed a hundred human creatures, and he mentions one which remained master of a small area for nearly three years, defied the sportsmen, and killed men and cattle at will. So strongly was he impressed with the sufferings of the people, sufferings entailing loss on Government in various ways, that he, a keen sportsman, does not hesitate to recommend a mode of killing tigers by stratagem, the value of which we leave others to determine. He even thinks that the misery caused by the havoc of wild beasts is greater than that caused by theft and murder. In these papers we find some striking incidents which corroborate his conviction. For example, in the Central Provinces a surveyor found a tract where a single tigress had caused thirteen villages to be deserted, and two hundred and fifty miles of country to be thrown out of cultivation. Her human victims are estimated roughly to have been from fifty to three times that number. She haunted the Chindwarra and Towa valleys, and inspired such terror that the surveyor could not prevail on the Gonds to erect staves upon more than eight hills. Nor is the terror limited to mere horror of a violent death. We are told that "whenever a Gond or Kurku is killed by a tiger, his wife and children, his father and mother, if living, are thrown out of caste; all intercourse between them and the rest of the inhabitants being interdicted on the ground that they are labouring under the displeasure of the Deo." The people offer propitiatory sacrifices and feasts after these tragic occurrences to the man-eater who is held as a Deo. An anecdote is recorded of this tigress which is of great interest. A Gowli, says one report, "whom the tigress attempted to kill three years ago, is residing at the village of Sornadi. He has the marks of two teeth on the back of his head, and the scars of a claw on his back. He stated that he was out grazing buffaloes, and that, while following them home in the evening, he suddenly heard a rustling behind him, and, on turning round, saw the tigress rapidly approaching him. Before he had time to move away, he was seized by the head and thrown upon his face perfectly senseless. When he was able to sit up, he found himself bleeding profusely, and surrounded by the herd of buffaloes, the tigress looking on at a short distance. Watching his opportunity, he fled home, leaving the buffaloes between himself and the tigress. Subsequently a lad bringing home cattle late in the evening, while half of the herd were within and half beyond the bounds of the village, was seized and carried away." From which it is inferred that the tigress, with a choice of animal food before her, preferred human flesh; but the most striking fact in the story is the protection afforded by the buffaloes to their keeper. The beast was finally hunted down and killed by Major Priestley. We may take another example from the collectorate of Kurnool. Here a tigress kept the Nandikinama ghaut. She is said to have slain sixty-four persons in 1867. The post-runners and constables would not pass the ghaut except in large force, and the coolies of the D. P. W. stopped work through fear of attack. As Lieutenant Russell, Superintendent of Police, was driving over the ghaut the tigress sprang out and disappeared with the bullock driver. At length in October 1867, Captain Stuart, of the Police, sent this startling telegram to Madras :—

"Beat stopped in Nandikanama Ghaut. Tiger carried off beat constable. Men being killed on an average of one in three days. Press Government for greater reward."

Government sanctioned the offer of a large reward; authorized the employment of skilled shikarees; gave an order for arms and ammunition and elephants. But it was not until March 1868 that Major Christie and Lieutenant Russell, aided by native shikarees, succeeded in killing the tigress, and thus cleared the ghaut of one of the pests haunting the pass. The animal actually fell to the native guns, and the Government gave Rs. 1,000 for distribution among the hunters. These are special cases, but it is not credible that they are exceptions.

If we turn to general statistics we find that the evil is very extensive, and that tigers are not the only beasts of prey to be dreaded. Indeed leopards are said to be equally mischievous, and panthers come almost within the same category. Wolves are also great destroyers of human life. The police returns for the Central Provinces 1865-66 show that, although no fewer than 2,250 animals were slain, including 543 tigers and 760 leopards and panthers, [illegible] that 546 persons were killed and 137 injured by wild beasts. During the next year the common enemies fell in greater numbers, but still the large total of 699 persons were killed. In 1867 the work of destruction went on, and the violent deaths fell to 506. The offer of a reward caused the killing of 6,010 snakes in 1866, and the total rose to 13,644 in 1867. In Oude wolves devoured 153 persons in 1864, 118 in 1865, 140 in 1866, and 159 in 1867. The Punjab Police Report tells us that 7,204 wild animals were killed in 1865, including 4,854 wolves; and out of 4,221 killed in 1867, the wolves numbered 3,681. The number of persons killed and wounded appears to have been less in the Punjab than in any other portion of India reported on.

We have selected these examples to show the great extent of the mischief; we might have added many more. Far worse even than death is the terror inspired among the cultivators, causing a relative loss to the State. Remedies in addition to those in operation are not easy to devise. Government, however, might, surely, induce "Sporting Rajahs," like those in Cuttack, to refrain from punishing the slayers of tigers, and persuade them to give up the preservation of that kind of game. The call for reports from local Governments and Administrations is a judicious move, and may be regarded as preparatory to some more systematic war on the foes of man than has yet been attempted. For the present Retrenchment will govern on this as on most other subjects. At the same time experiments might be made to test the worth of Captain Rogers's plan, for they could not cost much arms might, as in Madras and other parts, be more freely allowed to villagers; officers might be encouraged to assail specially destructive beasts, and those with leisure employed in hunting; and perhaps it might be possible to train a corps of native shikarees by way of experiment, and give them charge of infested territory. Among the many works to be done, that of ridding the land of wild beasts, or at all events of reducing their prodigious numbers, and driving them into the remoter jungles, is one that will be highly creditable to Government when it has been performed.

COL. W. W. ANDERSON, the Political Agent in Kattywar, and some of the Chiefs of that province, are expected here on or about the 4th prox.

WE learn that in consequence of the illness of His Highness the Thakore of Bhownuggur he cannot visit Bombay, but that his Prime Minister, Mr. Gowreeshunker Oodeyshunker, will arrive here in a few days.

PREVIOUS to his departure from Lahore the Maharajah of Cashmere presented the Duke of Edinburgh with a shawl for the Queen, the like of which, according to our Lahore contemporary, was never made. Three hundred shawl-weavers had worked on it incessantly for three years, and many of them lost their sight through the fineness of the work! Its actual cost in Cashmere is estimated at 25,000 *harrisingha*, the harrisingha being equivalent in value to ten annas.

YESTERDAY'S "Government Gazette" re-publishes a number of old orders in regard to the importation of arms and ammunition, and the transport of them from Bombay to native states. Possibly it is not intended to allow the native Chiefs who are going to honour us with a visit to bring, or carry away, as many arms as they choose. In the case of the Jam of Nowanuggur, special orders have been given by Government that his retainers should be allowed to pass with their arms, and that plau will be followed, we suppose, in the case of some other of the more important Chiefs. It may not be uninteresting to quote the orders now republished :—

(13th January 1862.) Under section 17, Act XXXI of 1860, the Governor General in Council hereby authorizes the Chief Officer of Police in every seaport town and frontier district in India, to grant licenses for the importation into such seaport town or frontier district, of arms, percussion caps, sulphur, saltpetre, gunpowder, and other ammunition, subject to the general control and directions of the chief executive authority of the Presidency or place: Provided that no officer shall have autnority to grant any license except for the importation of such articles into the town or district within his jurisdiction.

(10th May 1866.) Under section 23 of Act VI. of 1863, His Excellency the Governor General in Council hereby prohibits the importation into British India of rifles of every description, except such as are intended *bona fide* for sporting purposes. Licenses for the importation of sporting rifles may be obtained on application to the local officers empowered to grant such licenses under Act XXXI. of 1860. This order will come into operation from the 12th August next.

(12th June 1866.) The Honourable the Governor in Council is pleased to prohibit, under the provisions of section 22 of Act XXXI. of 1860, the transport of firearms from any part of the Bombay Presidency to any of the ports or districts in the territory of His Highness the Gaekwar, or of the states in Kattywar, Kutch, and Cambay except under a pass signed by the Resident at Baroda, or the Controlling Political Officers in the states mentioned.

There is also another order of the Government of India prohibiting the transport of arms, ammunition, &c., from the Island of Bombay, or any place in the territories under the Government of Bombay, to any other place in these territories, except according to certain specified rules and conditions.

THE GREAT EASTERN'S PROGRESS.

YESTERDAY'S report is as follows :—

Noon, 24th February.—Latitude 13 deg. 52 min. N. Longitude 50 deg. 37 min. E. Distance run since noon yesterday, 160 knots.

Distance from Aden, 333 miles.

BRIGADE COMMANDS.

AN intelligent and distinguished, but somewhat over-warm Infantry officer, sends us the following remarks on the Artillerymen's complaints about the disposal of the Nuggur brigade. We print them on the principle of letting both sides be heard :—

"The Gunners howl because of Colonel Beale's nomination to the Brigade Staff, but they howl without a reason. They did not howl when they were assimilated with the Royal Artillery, thereby receiving an enormous amount of promotion and jumping over the heads of no end of their less fortunate brethren in the infantry. But when they were thus assimilated and called 'Royals,' of which they are justly proud, they ought to have been treated in the same way as the officers of the Royal Artillery at home, who are *not* considered available for *Brigade Commands*. It was a mistake Colonels Sealey or Domville ever being nominated, and the appointment of Colonel Beale is a most just one. Why, if Sir A. Spencer had acted otherwise we should now have had *all* Gunners as Brigadiers. The plums, heaven knows, are few, and likely to become less. The Royal Artillery have had their plum. Don't let them grudge it to others. All honor to the Chief for having voted so fairly."

REVIEW.

"THE HOME LIFE OF SIR DAVID BREWSTER." By his Daughter, Mrs. GORDON. Edinburgh: Edmonston and Douglas, 1869.

THE life of Sir David Brewster deserved to be written. The experiences of a man who lived to the age of eighty-seven years, was the Principal of two Scottish Universities, and who died with a reputation that was second to none in the world of science, were well worth knowing. The next question is, how far this has been accomplished by the writer of the present volume? Now, we have no desire to be harsh when we say that the biography of Brewster had better have been left in other hands. This book, it is true, professes to be mere "notes of a life taken from a home-point of view,"—but what that exactly means in the present case, we are somewhat at a loss to determine. There was no suspicion or scandal that we know of resting upon the private life of Sir David Brewster that required to be cleared up. In the absence of that, we have yet to learn in what respects the domestic experiences of a philosopher, however eminent, are essentially different from those of a mere ordinary mortal. Even the authoress herself does not seem to have been at all times alive to the distinction; for no small part of the book is taken up with extracts from articles to Reviews, and long passages from pamphlets, addresses, and lectures to various Scientific Societies, to say nothing of the numerous letters which are full of little else than the most technical details relating to telescopes, microscopes, prisms, polarized light, and such like matters. The fact is that Mrs. Gordon, notwithstanding her ardent affection for her father's memory, should have been content to wait until the preparation by competent writers of those "scientific memoirs" to which she alludes in her preface. No harm in the meantime was likely to be done to the character of her distinguished father, and the biography would at all events have had the merit of being tolerably complete But that is not all that we have to complain of in the present volume. To the life of such a man as Brewster, one would naturally expect to find, if not able, at least calm and correct writing, and a knowledge of the exact meaning of words. We are sorry to say that we have been disappointed in that respect. Too frequently does the reader chance upon passages which belong to the tawdry and sentimental class of literature, and expressions which, to speak negatively, do not indicate the highest precision of thought. In her second sentence she falls into the vulgar mistake of supposing that all those who are not scientific are "unscientific," and in the course of her narrative she confounds a juror with a "jurist." Still, taking the book for what it is worth, we must say that it is not without its interest, and perhaps its use. It is pleasant at all times to have a peep at the inner work-a-day life of an eminent man; and that and more our authoress gives us to the full. The result of that inspection is that Sir David appears to have been a man very much like the rest of us in having his full share of domestic afflictions along with no ordinary amount of pecuniary and other difficulties. Many of these difficulties, however, it is easy to see were of his own creating. The fact is, and his daughter makes no attempt to conceal it, the philosopher was not blessed with what is known as a sweet and amiable temper. On the contrary, like many men of unquestioned power, he was keen, fiery and impulsive, vehement in his likes and dislikes, frequently intolerant in his opinions, and of course, fierce in his denunciation of all who ventured to differ from himself. The consequence is, that for a great part of his life he was involved in interminable controversies and lawsuits, some of which appear to have been of a very trivial nature. Still it is only fair to his memory to say that when the fight was over, no man was more disposed to forget and forgive, and in the end, one of the chief grounds of his rejoicing was that he died "at peace with all the world." Though he was severe or even harsh sometimes in his treatment of an opponent, we do not believe that he was ever consciously unjust: on the contrary, he always appears to us in the light of a rigorously just and exact man in all his ways. In his habits he was orderly and punctual to a degree, and his love and power of hard work were unbounded. Indeed his life, like that of his great master Newton, is a striking commentary upon the doctrine that genius is labour.

In tracing his scientific career, it is not a little curious to note how much Brewster was indebted to a man who deserves to be better known than he is; this was James Veitch, a maker of ploughs, telescopes, time-pieces, and such like, near the town of Jedburgh, where the future philosopher was born. He was only ten years older than Brewster, but was his earliest instructor in astronomy and optics, and especially in the construction of instruments belonging to these sciences. It we are not much mistaken it was this companion of his youth that gave the bent to Brewster's mind, and put it on the track that led to fame, if not to fortune. Throughout their long lives the master and the pupil were mutually proud of each other; and it is pleasant to see from his correspondence how ready Sir David was to acknowledge his obligations and to turn for suggestions and advice to the less known Veitch.

At the early age of twelve David Brewster went to the University of Edinburgh. It is commonly supposed that he abandoned the study of Divinity before he was licensed to preach. That is a mistake. He preached a number of times, and was even presented to a parish, but on account of the settlement being disputed, he renounced the charge and the preaching about the same time. He was now convinced that pulpit ministrations were not suited to his temperament. Even to the last, he was liable to fainting fits of nervousness whenever he was called upon to make any public appearance. At nineteen he had made his first discovery in optics. At twenty he was Editor of the *Edinburgh Magazine*, a periodical devoted to science and literature. At twenty-eight he was a candidate for the chair of Mathematics in St. Andrews, but did not succeed. It was about the same time that he commenced his famous "Encyclopædia," which occupied the greater part of his time for many years. The result of this undertaking was a complete failure from a pecuniary point of view. He was even tormented with a tedious and expensive lawsuit in connection with it up to within a few years of his death, when it was compromised. By the time he was thirty-five, Brewster's name was well known on the Continent; and on the occasion of his numerous visits to Paris, it is pleasant to note with what interest he was received by the French *savans*. In the course of his career few men have received more academical degrees, honors and distinctions of various kinds than did Brewster. He was a member and associate of the Institute of France and received two of its medals. In 1831 he was knighted by William IV., but as the fees for this honour, amounting to upwards of £100, "found their way into the pockets of the inferior servants of the Court," he characteristically enough refused to pay them. In 1833 he was a candidate for the chair of Natural Philosophy in the University of Edinburgh, but was unexpectedly defeated by a young and then unknown man, James Forbes. This was excessively trying to Brewster at the time, as he was then in very straitened circumstances, being without a profession or a regular income of any kind. His numerous inventions never brought him a penny. He took out a patent for the Kaleidoscope; but in consequence of some mismanagement, it was quickly pirated and got into general use notwithstanding. He went up to London to try and rectify the matter, but on his arrival he found the toy in the hands of everyone and publicly hawked about the streets for a penny. The first academical appointment that Brewster obtained was in 1836, when we was made Principal of St. Andrews' University at a salary of £300 per annum. This he held till 1859 when he was transferred to the principalship of the University of Edinburgh; while his former rival in the chair of Natural Philosophy, Professor Forbes, succeeded him at St. Andrews. From its commencement in 1844, Sir David was a regular contributor to the "North British Review." One noteworthy thing about his connection with this periodical is that all its editors testify to the punctuality with which he sent in, even to a day, any paper he had promised. His plan of work was "either unremitting labour or absolute relaxation, taking no amusement in the one paroxysm, and doing no business in the other." The letters which appear in this volume are, as a rule, rather commonplace and uninteresting. Now and again, however, we light upon anecdotes and incidents which are worth relating did space permit. On the occasion of one of his visits to London he was present with Lord Brougham at one or two Spirit-rapping *seances*. The unsatisfactions that he witnessed he was evidently puzzled with. He confessed his inability to explain them, but adds, in the most ordinary way, that "neither he nor his Lordship was willing to believe that they were the work of idle spirits." In his travels he sometimes comes across very distinguished personages whom he is fond of describing in his own way. Cardinal Antonelli he was much struck with. "A more interesting person I never met with. His looks, his manner, and his intelligence were all of a high order." In private life the philosopher seems to have been kindly and sociable in a high degree. He was not without a good deal of what is known in Scotland as "pawky humour." He was married twice; the second time when he was seventy-six to a young English lady whom he courted at Nice. By his first wife he had a considerable family of sons and daughters, and by his second he was presented with a little girl when he was upwards of eighty. This little one was the chief solace of his declining years, and from her birth his home letters are full of the tenderest allusions to "little Connie." In the course of his long life he had been frequently smitten with sickness and pain; but in his 87th year he was attacked with an illness which proved his last. A few days before his death he was waited upon by a member of the University Court respecting some business. In the course of the conversation he made the following abrupt enquiry, "Have you ever heard any one spoken of as my successor in the Principalship?" "Oh, no, Sir David; I am glad there is too much good feeling for that," was the reply. "Don't tell me that," he rejoined, "every one knows that I am a very old man, and you and I know that my end is very near; depend upon it, people are speculating upon my death, just as they do upon that of an old Minister, when they examine the Almanac for the patron's name." All his life through Sir David Brewster was a firm believer in the doctrines of Christianity, and deeply deplored the scepticism of some scientific men in London. As he neared his end, his faith "in the merits of a risen Saviour" increased; and about the last words he uttered were an expression of his delight at being about "to see Jesus." This eminent Christian philosopher died on the 10th February 1868 His own wish was that Professor Christison should succeed him in the Principalship; but as our readers know that was not to be.

THE DUKE AT LUCKNOW.

THE "Programme" began on Friday the 18th, when the Duke admitted to an interview the members of the ex-royal family of Oudh, and a few representative Talookdars. As his Highness has consented to accept the hospitality of both these bodies, of the one to-night at the Kaiser Bagh, and of the other on Monday at the Hooseinabad Imambara, you will hear more of them hereafter; meanwhile I will only say that they all appear to be particularly struck with the modest costume and unpretending bearing of the son of their Queen. That royalty or a scion of royalty should be shown to public gaze without being bedecked and bedizened in glare and glitter, is what the natives of Oudh are learning for the first time in their lives. At 4 o'clock carriages and the crow

…iving payment of such instrument, if it be of the nature of a bill of exchange, promissory note, cheque or similar instrument, and any person making, executing, or signing otherwise than as a witness such instrument if it be of any other nature, is liable to the penalties provided in the case of frauds against the stamp revenue, and upon information, will be prosecuted with the utmost rigour of the law.—*Government Gazette.*

SHIPPING.

The ship Talbot, Captain Ougham, arrived on the 23rd instant from London with a general cargo.

The ship Zulette, Captain Lewis, arrived on the 23rd instant from Newcastle with a cargo of coal.

The ship Marathon, Captain Davis, arrived on the 23rd instant from Liverpool with a cargo of coal.

The ship Cambo, Captain Benson, arrived on the 23rd instant from South Shields with a cargo of coal.

The ship Theresa, Captain Brown, arrived on the 23rd instant from Liverpool with a cargo of coal.

The schooner Agnia, Captain J. S. Santas, arrived on the 23rd instant from Hongkong with a general cargo.

The barque Loochoo, Captain Beale, arrived on the 23rd instant from Bangkok with a cargo of rice and silk.

THE CIRCUS.

Harvey's Circus had a very successful opening night on Wednesday. The pavilion,—a fine one by the way, only needing a little additional ventilation, and that is a defect easily remedied,—was crowded in the cheaper parts, and well filled elsewhere. It was plain the circus was still, as it had always been, a favourite species of entertainment with the natives; and Europeans also turned out well. As usual the Jacks were in strong force in the pit, and an occasional cock-crow, from that quarter, recalled to mind the familiar sounds of a gallery at Home. The company, we were glad to find, included some really clever members. It is in the acrobatic department chiefly that they excel. The Luproll Brothers, two strong lusty fellows, did some marvellous things on the trapeze, the horizontal bar, and the "Roman ladders," and were rewarded with frequent applause. The Stebbin family also deserve very high praise for their performances. Master Francis Stebbin, though a mere lad, was quite at home on the trapeze, and his pretty little brother Willy—an 8 infant phenomenon"—interested the spectators as much by his droll, happy way of going about his work, on his pleasure rather, for he seemed to enjoy it, as by his really clever little feats. Madame Henriques proved herself to be a good equestrian, and we most not omit to mention the chief ornament of Mr. Harvey's stud, "Grey Ley," a handsome, accomplished, intedigent brute, who seemed to understand everything except the applause of which he was the subject. The programme altogether was well executed, and the hitches and delays of a first night are of course not likely to be repeated. We wish the company success.

A CURIOUS OLD WORK ON MORALITY.

[COMMUNICATED.]

The Gujeratee papers notice with approbation the announcement of a forthcoming work, which is to be published in Gujeratee by a Parsee gentleman, under the title of the "Economy of Human Life." It is a repertory of the moral maxims and wise sayings and admonitions of the ancient Llamas. Ancient Thibet abounded with priests and philosophers known by this name; and the Grand Llamas, who reside in Lassa, the capital of Thibet, were for their learning and wisdom paid almost divine honours by the masses of the people. The Chinese philosophers of ancient times were under the impression that, in the archives of the grand temple of the Llamas, the manuscripts of very valuable philosophical and moral treatises were concealed. In this belief an Emperor of China, who was fond of making researches into the writings of antiquity, deputed a learned man of his Court to the sacred College of the Llamas to institute a search amongst its ancient literary treasures. After a diligent search of six months, Caotsaw, the Chinese philosopher sent by the Emperor, discovered an ancient manuscript which he considered to be of great value, and which, when translated into Chinese, is said to have attracted thousands of eager readers. The essence of beauty, virtue, and morality which breathed in its pages is said to have attracted the notice of an English gentleman who resided at the time in China, and who sent translations from the book in the form of letters addressed to a noble Lord in England, by whom they were published in 1751 under the title above mentioned. The book has been out of print for many years past; and considering the impressive manner in which the lessons of truth and morality, wisdom and virtue, are conveyed to the youthful mind in its pages, we have no doubt it will form a valuable contribution to Gujeratee literature. There have been several recent publications in that language, of tales, novels, and love stories; but it is seldom, according to our native contemporaries, that such "gems of thought and treasures of truth" as are contained in the book under notice, are presented to the Gujeratee reader. Its chief recommendations, as seen from the specimen pages that have been printed with a prospectus, render it peculiarly adapted for schools and other educational institutions, in which the young mind may be moulded to receive the earliest lessons of truth and virtue so as to retain their influence for good in after-years. Above all, as its name indicates, it inculcates those early habits of temperance and frugality which may enable the youth who follows its precepts, shunning vice and waste of body to attain to a healthy manhood and respected old age and, in his declining years, to

"Husband out life's taper to its close."

TELEGRAPH LINE REPORTS.

Kurrachee, 24th, 12-50 A.M.—Cable communication perfect to Fao; Turkish line right to Fera; Persian line right to Europe. Latest dates from Great Britain via Turkey, 21st February, 12-10 P.M., Service; 18th February 6-30 P.M., Private; via Russia, 21st Feb. 2-50 P.M., Service; 19th February 11-59 A.M., Private.

THE BOMBAY HUNT STEEPLECHASES, 1870.

Stewards.—The Hon. S. Mansfield, C.S.I.; F. P. H. Filgate, Esq.; Captain R. S. Liddell; F. H. Souter, Esq., C.S.I.; A. Crawford, Esq.; F. F. Arbuthnot, Esq.

The races to be run on a course marked out on the Flats.

Second Day, Saturday, 26th February.

1st Race.—"A Sweepstakes of Rs. 30 each" with Rs. 200 from the fund. For all horses who have not won at the past Byculla Meeting. About 2 miles over a steeplechase course. Weight 11 st. 7 lbs. Arabs allowed 1 stone, and maidens 7 lbs. Usual allowances for mares and geldings. Gentlemen riders.

2nd Race.—"A Sweepstakes of Rs. 20 each" with Rs. 200 from the fund. For all Arabs who have not won at the past Byculla Meeting. About 1½ miles average steeplechase course. Weight 11 st. 7 lbs. Gentlemen riders.

3rd Race.—"A Sweepstakes of Rs. 20 each" with Rs. 100 added from the fund. For all galloways. About 1½ miles over a steeplechase course. Weight 11 stone, 7 lbs allowed for every inch under; previous winners to carry 7 lbs extra. Gentlemen riders.

4th Race.—"A Sweepstakes of Rs. 15 each" with Rs. 100 from the fund. For all horses who have never won a race. To be ridden by gentlemen riders who have never won a race. About 1½ miles over a steeple chase course. Catch weights 12st. minimum.

5th Race.—"A Sweepstakes of Rs. 10 each" with Rs. 50 added from the fund. For all ponies 13 hands 1 inch and under. About half a mile, over hurdles. Gentlemen riders.

Three horses from different stables to start in each race or the public money will be withheld.

Nominations to be put in the entrance box at the Stewards' Stand, Byculla, before 5-15 P.M., on Friday the 25th February, to the address of the Honorary Secretary. All gentlemen to ride in colours. The money for the entrances to be sent in with them.

F. F. ARBUTHNOT, Honorary Secretary.

FORT POLICE COURT.—24th February.

(Before John Connon, Esq.)

A Disobedient Seaman.—Manoel George, a seaman of the ship Glenlyon, was charged with wilful disobedience of lawful commands in refusing to do duty on board the ship. The Magistrate advised the prisoner to return to duty, and on his agreeing to do so he was ordered to be sent on board.

Thefts.—A Musulman was charged with stealing a rupee, and being a reputed thief he was sentenced to receive ten stripes.—A Hindoo vagrant was sentenced to receive ten stripes for stealing a drum.

SMALL CAUSE COURT.—24th February.

(Before J. O'Leary, Esq.)

Hajimabaee, wife of Hajee Cossam Hashimcola, and another vs. Mem'n Hajee Mahomed Hajee Khan Mahomed and another.

Mr. Thacker appeared for plaintiff, the first defendant in person; the second did not appear. The action was brought to recover Rs. 1,600, amount of a promissory note executed by defendant on the 16th September last. The Court gave judgment for plaintiffs for Rs. 1,000 and costs; and certified the advocate's costs, Rs. 34.

Vuna Matthee and four others vs. Callianjee Kessowjee.

The suit was to recover Rs. 600, being money lent and advanced to defendant on the 1st September 1866. The Court ruled that the action was barred by the statute of limitation, and therefore non-suited plaintiffs.

Hajee Nuthoo Mahomed vs. Ora Jafferjee Mahomedally.

This was an action to recover Rs. 713, being the amount due for goods sold and delivered to two persons on defendant's responsibility. Mr. Carter appeared for plaintiff; the defendant in person. Defendant admitted the claim, and the Court gave verdict for plaintiff for the amount claimed and costs.

INSOLVENTS.

Petitions have been presented by the undermentioned persons to the Court for the Relief of Insolvent Debtors, Bombay, praying respectively for the benefit of Act Eleventh Victoria, Chapter XXI.:—

Rustomjee Hormusjee, lately a wholesale dealer in liquor.
Nanabhoy Parshotumdass, a clerk.
Dawoodkhan Fuckirkhan, unemployed.
Mahomedbhoy Esmaijee, a milk vendor.
Dady Cursetjee, unemployed.
Cooberdass Bhugwandass, a merchant.
Shaik Dawood vulud Shaik Ally, and Atma Jeewajee, the first named insolvent is a kullasee, and the second a labourer.
William Patison (European), a plumber.
Abbunbhoy (alias Tarkhan vulud Roostumkhan), Sajun (alias Sucaram vulud Karoobhoy), Nunoo vulud Karoobhoy, Ameenjee vulud Meerajee Athur, and Tana vulud Baba, dealers in glass bangles.
Ambaram Bhowanidass, a bill collector.
Bapoojee Eknath, an English writer.
Casum Poonja, and Jeewabaee, woman, his wife, the first named insolvent is a bullock-cart-driver, and the second unemployed.
Rahimut, woman, and Goolal, woman, courtezans.
Luis Francisco Rodrigues, a clerk.
Ahmed Ally, unemployed.
Cursetjee Bazonjee, unemployed.
Memon Hajee Esmail Hajee Adum, a broker.
Casum Peera Patell, a bricklayer.
Ezekeel Nishan, a cotton-tester.
Sebastian Caetano Pinto, unemployed.
Sallay Mahomed Goolam Mohidin, Coolsumbaee woman, and Yacoobkhan Hyderkhan, the first and second named insolvents are unemployed, and the third a kullasee.
Khutri Esmail Moosa, and Hoorbaee, widow of the late Moosa Arub, the first named insolvent is a dyer and the second unemployed.
Jane Anne Bellew (European), widow of the late John Bellew, unemployed.
Joseph Alexander Hannah (East Indian), unemployed.
Dorabjee Furdoonjee, a receiver in the service of Dosabhoy Cursetjee.
Ora Hybtoola Abdool Hoosein, a dealer in looking-glasses, &c.
Bhagoojee Gunoojee, Casibaee, widow of the late Tookaram, and Sucoobaee, widow of the late Rungoojee, the first named insolvent is a dealer in potatoes, onions, &c., and the second and third are vegetable sellers.
Succaram Huriba, Luxuman Huriba, Saloobaee, widow of the late Huriba, and Gungdbaee, widow of the late Ramjee Jadow, gardeners.
Dyal Harka and Girdhur Asha, lapidaries.
Purbhoodass Bhowanidas, a broker.
Cosman Essa, Hamed Cosman, Jooma Cosman, Thar Mahomed Cosman, and Sucoor Cosman, timber merchants.
Ameena, woman, and Asha woman, courtezans.
Crustnajee Sonjee, a liquor seller.
Bhugwandass Bhicharidass and Savucklal Bhicharidass, the first is a broker and the second a shroff.
John Baptista Rebeiro, a clerk in the Municipal Commissioner's office.
Mahomed Casum bin Shaik Selamon, Hawabaee his wife, and Sarabaee, widow of the late Shaik Selamon bin Goolam Mohidin, the first named insolvent is a kullasee, and the second and third are unemployed.
Jewandass Culianjee, formerly traded as a general merchant under his own name, and latterly in partnership with Narondass Moorarjee, under the name and firm of Narondass & Jewandass.
Ardasir Dhunjeebhoy, an English writer.
Bhimjee Cullianjee, a carkoon.
Bhawoo Crustnajee and Succaram Govind, the first is a dealer in glass bangles, and the second unemployed.
Sucha Doosa, parched grain, &c., seller.
Modjee Doongerr, a Guzeratti metta.

Mem: Captain and Mrs. Mobsby and three children, Mrs. Nundass Jewandass.

GENERAL ORDERS BY THE GOVERNMENT OF BOMBAY.

(*Bombay Government Gazette*, Feb. 24.)

Military Department.

Lieutenant C. F. Hughes, Staff Corps, Adjutant 1st Regiment N. I., and Lieutenant C. W. Gubb, General List, Squadron Subaltern, 2nd Regiment Light Cavalry, are allowed furlough to Europe for two years, on medical certificate, under Rule 15th of the Furlough Regulations of 1868.

Captain F. W. Jones, Bombay Staff Corps, is permitted to proceed to the Neilgherries with leave of absence for twelve months, on medical certificate.

Hospital Steward Thomas Robinson, promoted to Apothecary by Government General Order No. 592 of 13th August 1869, will take rank from 27th May 1868.

Brevet Colonel F. Maitland, Bengal Infantry, is allowed furlough to Europe for fifteen months, on medical certificate, under the Furlough Regulations of 1854.

Captain H. C. T. Jarrett, V.C., Bengal Staff Corps, Conservator of Forests second class, Western Division, Canada, is allowed furlough to Europe for two years, on medical certificate, under the Furlough Regulations of 1868.

Conductor J. Joplin, of the Ordnance Department, is allowed furlough to Europe for twenty months, on medical certificate, under the Furlough Regulations of 1868.

Surgeon Major W. Hyde, Staff Surgeon, and Deputy Medical Storekeeper, Kurrachee, is allowed furlough to Europe for two years from 16th April next, under Rule 9 of the Furlough Regulations of 1868.

The undermentioned Medical Officers are brought on the strength of H. M.'s British Forces in this Presidency from the dates specified opposite their respective names:—

Staff Assistant Surgeon A. H. L'Estrange. 1st February 1870.

Staff Assistant Surgeon F. G. Adye-Curran. 8th February 1870.

Assistant Apothecary Wisram Ramjee Gholley having passed the prescribed examination is appointed a Sub Assistant Surgeon on the establishment in accordance with Art. 46. of G. O. No. 592 of 17th June 1868. His name to be struck off the list of Warrant Medical Officers.

Major Cornelius Leslie Thomason, Bombay Staff Corps, having completed twenty-six years' service, to be Lieutenant Colonel from the 18th February 1870, subject to Her Majesty's approval.

Lieutenant-Colonel G. F. Hogg, Staff Corps, 2nd in Command 27th Regiment N. I., is allowed furlough to Europe for two years, on medical certificate, by the overland route, under Rule 15 of the Furlough Regulations of 1868, and under the provisions of G. O. C. No. 392 dated 22nd April 1865.

The names of the undermentioned Officers who retired from the Service under the Annuity Scheme of 1861, are removed from the List of Regimental Lieutenant-Colonels of Infantry:—

Lieutenant-Colonel (Colonel Retired List) Augustus Cosgrave Honner—Died 1st December 1869.

Lieutenant-Colonel (Colonel Retired List) William Henry Bobb Lye—By the death of Colonel (Major General) William Lang on the 3rd January 1870.

The following Order is confirmed:—Dated 28th January 1870.—By the Officer Commanding Ahmednuggur Brigade, directing Colonel Howard Vyse, 3rd Hussars, to assume Command of the Brigade from the 3rd idem, vice Brigadier General Forbes, proceeding on leave.

Lieutenant Colonel J. T. Gneely, Staff Corps, Pension Paymaster, Bombay, is allowed furlough to Europe for twenty months, under Rule 9 of the Furlough Regulations of 1868.

Major F. C. Davidson, Staff Corps, Wing Officer 19th Regiment N. I. is allowed furlough to Europe for two years, from the date of departure of last steamer in April next, under Rule 9 of the Furlough Regulations of 1868.

Political Department.

Major L. C. Barton, Political Agent in the Rewa Kanta, is allowed privilege leave of absence for three months, from such date as he may avail himself of it.

Lieutenant Colonel W. A. Dick is appointed to act as Political Superintendent on the Upper Sind Frontier during Colonel Phayre's absence on duty at the Presidency, or until further orders.

Captain C. H. Harrison to act as Assistant Political Superintendent during Major Macauley's absence on duty at the Presidency.

Judicial Department.

Under the provisions of section 4 of Act IV. of 1848, His Excellency the Governor is pleased to approve of the appointment by Dr. Hewlett, Coroner of Bombay, of Mr. Thomas Blaney to act for him as his Deputy in the holding of Inquests during his illness or absence for any lawful and reasonable cause.

Mr. W. M. P. Coghlan, Judge and Session Judge of Ahmedabad, having returned to India on the 1st instant, the unexpired portion of the extended leave granted to him by the Secretary of State for India is hereby cancelled.

The Honourable the Chief Justice has granted leave of absence on private affairs for three months, from the 26th instant, to Richard Bolton Barton, Esq., LL.D., Barrister-at-Law, and Clerk of the Court for the Relief of Insolvent Debtors at Bombay, and has appointed Thomas Berryan Ferguson, Esq., Barrister-at-Law, to act as Clerk of the said Court during the absence on leave of the said Richard Bolton Barton, Esq., or till further orders.

Revenue Department.

Mr. H. L. Wright has been appointed to act as first class Assistant Commissioner of Customs from 28th November last, vice Mr. A. Faulkner, appointed to act as Deputy Commissioner of Customs, Southern Division.

Mr. S. W. Tyndall has been appointed to act as first class Deputy Collector in Sind, vice Captain Gillespie, from the 14th November 1869.

Mr. G. H. D. Wilson, Acting First Assistant Collector of Broach, has been allowed privilege leave of absence for three months, from the 3rd instant.

Mr. W. B. Mulock to act as First Assistant to the Collector of Poona, from the date of Mr. Bell proceeding on leave.

General Department.

Mr. W. H. Payne, Assistant Commissioner of Customs, Salt, and Opium, has passed the prescribed examination in Gujarati.

Public Works Department.

Captain J. G. T. Griffith, R.E., is appointed to take temporary charge of the Office of the Executive Engineer at Ahmedabad.

AFGHANISTAN.

Sirdar Mahomed Ibrahim Khan has written to the Ameer, his father, vowing that he has done all in his power to induce Naib Mahomed Alum Khan to work in concert with him, but in vain. The Ameer in reply has told him not to meddle with any affairs of State great or small, but to come back forthwith to Cabul. This order is not given at all too soon. The last act of this wretched Ibrahim Khan has been to release Meer Surrah Beg Khan, the refugee Meer of Kulab, from surveillance, and allow him to proceed towards the frontier of Bokhara. So far as can be judged, it was in great part the fear of the disturbances which this Meer Surrah Beg Khan might excite that induced the King of Bokhara to withdraw from Afghan territory, and agree to the Oxus as the boundary between his own and the Ameer's dominions. And now the Ameer's clumsy son has let the man free to renew the complications so happily settled. No wonder that the Ameer has reiterated his orders to Sirdar Ibrahim Khan to return at once to Cabul. He has also censured the Governor, Naib Mahomed Alum Khan, for omitting to use his authority to over-rule the fussy Sirdar.—*Pioneer.*

TRIPS HOME, AND TRIPS TO THE HILLS.

For eighteen months passengers have been entering Italy and leaving it by the Mont Cenis Railway, laid on an old carriage road, steep and winding, over the Alps. The simple invention by which Mr. Fell, an Englishman, made this mountain road practicable for locomotives and trains, is one of the most remarkable of modern times. There is nothing in the world to prevent it from being adopted in ascending to Simla, Kussowlie, Mussoorie, Nynee Tal, Ranee Khet, or Darjeeling. Without technicalities, the invention may be thus described for those who have not had the happiness of availing themselves of it in crossing the Alps. Between the two ordinary rails a third is laid about eight inches above the level of the others; against the opposite sides of this third rail two horizontal wheels are made to press, while they revolve with the advancing train. By increasing the pressure, the horizontal wheels get a "grip" of the middle rail, which makes the upsetting of the carriages impossible, gives great help in ascending, and acts as a drag in descending. Supposing the rails and carriages to be in good working order, an accident on this Alpine railway is more improbable than on any ordinary line in a flat country.

Many can remember when one had to take the diligence at St. Michel and spend ten anxious hours in the transit to Susa, getting out to walk at the steepest and most dangerous places, and not unfrequently helping to mend the rope-harness, or to lift a fallen horse, or push the conveyance through clinging mud and fearful ruts. *On a changé tout cela.* Now you get into your comfortable first-class carriage at St. Michel about mid-day, pass through Susa at six, (having enjoyed perhaps the most wonderful afternoon of your life,) relish an early supper at Turin, and glide on by the night train, if you are in haste, to Milan or Genoa. In short, from Calais to Brindisi the traveller sweeps along by rail without a break, making the journey in 50 hours, and reaching Alexandria in about 80 hours more, or even in 70, with good weather and a fast steamer—little more than five days and nights from London to the land of Egypt. The success and the cheapness of the new tunnel under the Thames render it probable, in the opinion of some eminent engineers, that there will soon be "through traffic" between England and France by a tunnel in the water-tight chalk under the Straits of Dover. The tunnel under the Mont Cénis Pass is fast approaching completion; the Suez Canal is open; and the last link will soon be finished of the railway from Bombay to Calcutta. Our belief is that within the next five years there will be so much travelling over these routes, and so much competition among the "common carriers," that a first-class passenger will be able to go from Allahabad to London Bridge in 20 days for £30, and take a return ticket, if he likes, for £5 more. Even at present men are able to go home, and spend four or five weeks among their English relations, within the three months of privilege leave; but the trip cannot be made under £150, reckoning only the railway and steamer fares, and a very little for hotels. These charges *must* come down. Thirty years ago, the Cunard Steamers from Liverpool to New York advertized first class passages (with wines) at £35, and this was considered as low a rate as could possibly pay. Now a first class passage may be had for 12 guineas (without wines) in magnificent screw steamers running from the Clyde to New York, and the passage is made in about ten days. Allowing half a guinea a day for liquors, the trip need not cost more than 17 guineas for a distance of nearly 4,000 miles. It will be seen that this justifies our prediction of a great fall in the charges between England and India. There is no good reason why travelling in the Mediterranean, or in the Red Sea or Indian Ocean, should be more expensive than travelling across the Atlantic.

To those who are obliged to spend the greater part of the year on the plains, one of the greatest disadvantages of life in India is the difficulty of getting quickly and cheaply to the hills. We are about to see the experiment tried of a "road-steamer" at Kalka. If that should succeed—and we can see no reason why it should not—the trip to Simla will be made somewhat easier. But, after the perfect success of Mr. Fell's third rail on the Alps, why should there be any doubt about the success of a similar line between Umballa and Simla, or between Dinapore and Darjeeling? If the expense and the time could be reduced by one-half, the passenger traffic would probably increase tenfold. Short leave would be granted to Government servants at short intervals. The club-system at hill stations would be extended. Almost everybody would take a breath of cool air on the hills during some days or weeks of the hot weather. Troops could be moved up or down at an hour's notice. Sick certificates to England would be less frequently required. The separation between families on the hills and their bread-winners on the plains would be less protracted and less felt. As George Stephenson used to say, it is only "a question of money." The money could be found, if we could only be sure about the interest. In the cold weather there would be very little passenger traffic, or traffic of any sort. Would the profits of the hot weather traffic pay a fair dividend on the capital? Our impression is that it would. The matter is, to say the least, worth consideration. Soldiers are now said to be worth to Government, in money, £130 per man. How many lives per annum would be saved by a hill railroad? If a hundred, this would pay the interest on a quarter of a million sterling. This also is, in one aspect, "a question of money."—*Pioneer.*

INDIAN ITEMS.

The Government of India has made a provision of Rs. 12,000 in the budget for the year 1869-70 for the establishment expenses of the Torpedo Committee.

We do not know whether it has been usual to confer Royal Warrants upon members of Council on their appointment to office. We think not, and that the case of the Honourable J. D. Sim is an exceptional one. We are told that the Secretary of State has forwarded to the local Government a Royal Warrant conveying Her Majesty's sanction to Mr. Sim's appointment as member of Council, with instructions that it be handed over to that gentleman on his arrival in India, and, in return, the modest sum of £200 or Rs. 2,000 be demanded of him on account of stamp and other expenses!—*Madras Athenæum.*

Suicide on board a Steamer.—The medical authorities here received intelligence yesterday (Feb. 18) that Assistant Apothecary Callaghan of the Madras Medical Service, who was returning from Rangoon in charge of certain European and native details for Madras, committed suicide on board the steamer Ethiopia, while she was lying off the port of Vizagapatam. It appears he was observed going into his cabin and closing the door. On the cabin being opened, it was found that Mr. Callaghan had cut one of the jugular veins of his neck with a lancet and allowed himself to bleed to death. At the time he committed the deed, he was under the impression that he was to be tried by a Court Martial on his arrival at Madras. The unfortunate deceased had been subject to fits of temporary insanity. His remains were buried at Vizagapatam.—*Madras Mail.*

The wits in *Punch* made weekly capital, some years ago, out of the eccentricities of the clock at St. Clement's Danes in the Strand. It was understood the hands had determined not to come to a strike, and so on,—some of the "clenches" being such as good Mr. Swann could have easily exceeded, if Dryden's praise of him be correct. The advantage of a clock over a dial is generally understood to be, that the latter—gay votary of the sun!—refuses to record the hours of gloom. The clock at Trinity Church scorns such distinctions; it refuses to record any hours at all. Content, apparently, with the amusement it conceives the public must derive from the flat contradictions of its different faces, it seems with a libertine sadness minutely to exclaim in Tom Moore's words—

"Never count the hours, what is it to us
How Time deals out his treasures?"

But this from a clock is not so well, especially a clerical clock.—*Pioneer (Allahabad.)*

A CURIOUS CUSTOM.

The Andamanese have a peculiarly cheerful way of showing their reverence for the dead. The body is buried, and after a year or so dug up again, when the bones are divided amongst the nearest relations of the late lamented. "If the deceased was a married man, the widow—(we quote from the proceedings of the Asiatic Society)—or one of the children receives the skull, which is painted over with red earth and carried about in a net-work, tied with strings to the waist or neck."

LIVING WITHOUT BREATHING!

Talk of the case of the poor fasting girl of Cornwall, what was that to the Jogees of India? At the meeting of the Bethune Society the other day, Baboo Cally Coomar Dass cited the case of a class of Hindoo devotees called *jogees*, who in olden times, and perhaps in the present, could not only abstain from food for long periods, but by gradually bringing under the subjection of their will the respiratory muscles, could with equal facility live for a time without breathing. The Baboo, in proof of his statement, referred to the account published many years ago of a Fuqueer who presented himself at the court of Maharajah Runjeet Singh, and had himself buried under ground on one occasion for forty days, and on another for ten months at a stretch, and who, after the expiry of those periods, and upon disinterment, was found alive. English officers were present, and a guard was set over the spot. Seed was sown, it came up. The man was fearfully emaciated, but recovered. What a blessed thing it would, in these days of unlimited tax collectors, for one to become a jogee for the nonce, and be buried till a surplus is declared. Only there would be the danger of our friends forgetting at the proper time to bring us up again to the surface.—*Englishman's Weekly Journal.*

THE PUNJAB STATE RAILWAY.

Despatch from the Government of India, to the Secretary of State for India, dated 16th Feb. 1870.

In continuation of our despatch No. 63 of 1869, we have now the honour to report the further steps that have been taken for carrying out the Punjab Northern (State) Railway.

2. In despatch No. 72 of 1869, replying to the despatch just quoted, your Grace has communicated approval of the conditions which we had prescribed for adoption in the construction of this railway, and desired that the works might, as far as possible, be so designed as to admit readily of amelioration or addition as found expedient hereafter, the main essential being that the line should be commenced on the most economical scale consistent with the provision of a thoroughly permanent and useful iron road.

3. The staff of engineers authorized to be engaged by your Grace's predecessor in office, began to arrive in India in November 1868, and Mr. Lee Smith returned to Lahore in February 1869. The necessity for an early settlement of the line to be followed was apparent, and at the end of March after personal communication between the Viceroy and the Lieutenant-Governor of the Punjab, it was determined by us that Jhelum, which it had been recently determined to maintain as a military station, should be regarded as an obligatory point on the line, and that the formation of the Trunk Road should be occupied by the railway, if, by so doing, any important reduction of the cost, and the necessary labour of construction, could be shown to be possible. By this decision the probable cost of the undertaking appeared likely to be brought within legitimate limits, and the way was cleared for active progress on the section, 100 miles in length, between Lahore and Jhelum, as soon as estimates had been approved.

4. In order that the many matters of detail involved in the preparation of the projects should not present any obstacles to progress, the chief engineer, Mr. Lee Smith, was instructed to place himself in personal communication with our Secretary in this department, and such points as demanded early consideration were discussed, and with our approval settled, either finally or provisionally. The minutes of these conferences accompany this despatch (Enclosures Nos. 1 to 5).

5. It was thus decided that one-half of the Trunk Road should be taken for the railway embankment (except in the Kharian Hills, a low range immediately south of the Jhelum, where a diversion seemed likely to be necessary), the existing bridges being utilised when possible. The description of permanent-way for adoption as far as Jhelum was settled and an indent for 100 miles of material sent to England. It was decided that this material should be landed at Calcutta and brought to Lahore by the East Indian and Delhi Railways. This involved a longer lead than by the Indus Valley route, but the advantages in point of economy and freedom from risk of loss and delay, appeared conclusive. Arrangements have since been made with these railway companies for the carriage of the material at a reduced rate (Enclosures Nos. 6 to 16), and there is no room for doubting the superiority of the plan adopted over all others that presented themselves. The question of the supply of fuel, both for working the line when opened, as well as for construction purposes, and of timber for sleepers and staging, has also been dealt with (see Nos. 17 to 20 of the Enclosures), and recent advices of the quantity of timber available are very promising.

6. Mr. Lee Smith's staff were busily employed throughout the summer and rains in the preparation of designs and estimates, in taking observations of the great rivers in flood, and in searching for ballast, and suitable positions for brick-fields, &c., &c. At the end of September the estimates for the section between Lahore and Jhelum were submitted (Enclosures Nos. 21 to 23), and Mr. Lee Smith was summoned to Simla in order that no time might be lost in paper discussions.

7. On the 13th and 14th of October, meetings were held to consider the designs and estimates, and after full discussion between our Secretary and Mr. Lee Smith, the conclusions were arrived at which are recorded in the further minutes which accompany (Enclosure No. 24). These have met with our entire approval, and we have sanctioned estimates for the section between Lahore and Jhelum to the extent of Rs. 24,70,766, as also a sum of upwards of Rs. 1,50,000 for the purchase of plant no longer required by the contractors for the Delhi Railway, and the expenditure of a further sum of Rs. 4,00,000 for the preparation of materials for the piers and abutments of the bridges over the Ravee, Chenab, and Jhelum, and for protective works in the valleys of those rivers.

8. We have also expressed our general approval of the adoption of a design for these bridges, which comprises a pair of parallel girders, carrying a combined road and railway above, and a footway between them below for loaded cattle to be used when trains are not passing, and Mr. Lee Smith is now elaborating the designs. With the very small train service to be expected on the railway, and the reduction that it will effect in the limited ordinary traffic of the road, we are of opinion, having regard to the extreme importance of keeping down the cost of this line in every possible way, that the accommodation which these bridges will afford, as long level-crossings, will be sufficient for the ordinary traffic for many years to come. We are advised that, so far as a judgment can at present be formed, these three bridges will cost not less than £600,000. It is incumbent on us, therefore, to see that the convenience provided for the ordinary traffic in combination with these railway bridges are limited most strictly.

9. The superintending and executive engineers originally sent out for this railway have been posted in three circles and eight divisions. Five of the latter are for construction purposes between Lahore and Jhelum, the remaining three being for the surveys of the salt branch and the country beyond Jhelum as far as Rawul Pindee. For the instructions issued regarding the Salt Branch, we beg to refer to our Secretary's letter No. 856 R of the 3rd July 1869 (Enclosure No. 26). As at present advised, we are disposed to think that the salt trade would be sufficiently and efficiently served by a narrow-gauge branch taking off from the main line at some point south of the Kharian Range, and making for the left bank of the Jhelum opposite to Pind Dadun Khan, or thereabouts. The question however remains to be considered whether the requirements of the salt trade may not be sufficiently met by the water communication in the Jhelum, and on this point further enquiry is being made (Enclosure No 27).

10. Regarding the extension beyond Jhelum, we beg to refer your Grace to the concluding part of the minutes of meeting held on the 22nd June 1869 (Enclosure No. 2). The road surface is to be appropriated for the rails, subject to its being improved to a maximum grade of 1/40 with tolerable curves for slow traffic. This will not forbid consideration of more gentle gradients, but the extra cost will have to be distinctly exhibited. The survey of the district ahead is now in progress, but it is improbable that the requisite preliminaries will be complied with in time to admit of construction operations beyond Jhelum being initiated before the next working season.

11. We have sanctioned a liberal scale of engineering staff both of the upper and lower grades (see Enclosure No. 25) as well as of office and petty establishments, and no time has been lost in filling up the former. By the end of October, everything that could be done to ensure the present working season being fully availed of, was done, and, subject to the control of the local Government, the chief engineer was in a position to give effect to our desire that the works should be pushed on vigorously. Anxious, however, as we are to see this railway advancing rapidly towards completion, it is not our desire that the progress of its construction should be so forced on as to lead to any extraordinary rise in prices. With caution, therefore, on this head, we urged a prompt commencement of the works, and the most active exertions to ensure the early completion of the line within the limits of those estimates.

CALCUTTA REGATTA.

Saturday, February 19, 1870.

The lovers of boat-racing in Calcutta seem determined not to be left behind by their brethren of the turf in providing amusement for the public. An eight-oared race, certainly the first that has taken place in Calcutta, if not in India, came off on Saturday between the members of the Calcutta Rowing Club. The Club had lately imported two eight-oared racing-boats built by Messenger, and they resolved to try their merits in a mile race on the Hooghly. The barges of the Governor-General and Lieutenant-Governor were moored off Fort Point on the Howrah side of the river, where the race was to terminate, and Lord Mayo with a large party occupied his own barge, whilst the Lieutenant-Governor and a large party embarked on his own. Mr. Beadon was stroke to one of the eights, and Mr. Thorburn to the other, their respective crews being selected by them from the other members. An eight-oared race for a mile sounds rather absurd, but the difficulty of training in this country, we suppose, made even that distance quite far enough for some of the crews, after such a close race as that of Saturday. If we were to criticize the rowing, we should be met by the usual objection that people who provide amusements for Calcutta do so at great trouble and expense, and therefore must not be judged too harshly, and as a good race resulted, which gratified the spectators quite as much as if the rowing had been equal to that of an Oxford eight, we will say nothing on that point. Mr. Thorburn took the Calcutta side for the sake of the tide, and a good start was effected, and neither boat was at any time able to get away from the other. Many thought that the race ended in a dead heat, but the Judge awarded the victory to Mr. Beadon's crew. A handicap race amongst the crew of the Galatea for prizes of £10 and £5 followed, and altogether the regatta afforded a pleasant variety to the usual dull routine of Calcutta life.—*Englishman.*

THE CALCUTTA HUNT STEEPLE CHASES.

This event, the first of a series of races which ought to put a stop to such miserable failures as the hitherto so-called Calcutta Steeple Chases, came off on Thursday the 17th instant. The first man in the field was His Excellency Lord Mayo, of whom to say that he is a thorough sportsman would be to say what all India knows already—a fearless rider, well mounted, and fond of the sport,—as his countrymen say, "may his shadow never be less." The race was got up by Mr. Brancker, who having been unanimously elected by the members of the Calcutta Hunt to act as huntsman for the season, kindly undertook the task, and has succeeded in finding sport for the riders, and in keeping his dogs in excellent health and always fit for their work. He certainly deserves every credit for his management of the hounds, and the first rate annual steeple chase which he has inaugurated. There were 88 subscribers of 10 rupees each, and every subscriber was entitled to nominate a horse. The first horse to receive Rs. 680, 2nd 150, 3rd 50; the winner to pay all expenses. There were twenty-five names sent in, and lotteries (the best of the season by the way) were got up, the tickets were 4 rupees each, and the prices realised by the horses were as follow:—

	1st Lotty. 400 Rs.	2nd Lotty. 400 Rs.	3rd Lotty. 400 Rs.
Have a care	88	52	48
Derby	20	16	28
Bat	20	24	16
Ka-Fuzle-Hum	48	52	52
Bilkuhl	4	4	4
Speculation	60	120	60
Kathleen	0	4	0
The Duke	44	48	12
Formosa	108	108	88
Ivanhoe	36	28	20
Bijbie	0	4	0
Cœur de Lion	0	3	4
Bummler	12	12	12
Multum in Parvo	4	4	4
Billycock	32	68	64
Turkoman	16	4	8
Tim	112	160	108
Chieftain	0	0	0
Highflyer	56	48	48
Pascha	0	0	0
Victoria	0	0	0
Black Bess	4	4	0
Kelpie	4	4	0
Rufus	0	0	0

Out of these 13 came to the post, and a pretty sight it was to see them despatched to an even start, and come down to the first jump, side by side, steadily and orderly, with no bolting, no funking, and no refusing.

The starters were—

Major Mylne's w. g. Billycock (Mr. Mitchell)	1
Mr. C. S. Carlisle's w. m. Formosa (Mr. D. G. Landale)	2
Mr. J. J. Paterson's w. g. Speculation (Mr. H. Fox)	3
Mr. F. Alexander's w. m. Ivanhoe (Owner)	4
Mr. Thos. Watson's c. b. h. Have a care (Owner)	0
Mr. A. Butler's w. g. Derby, (Owner

MADAME OLLIVIER.

*Le*T gossip refresh itself by going back a little to a different kind of entertainment, the beginning of the week at the Château of the Tuileries. A grand dinner to the new ministers and their wives served as an intimate introduction of these ladies and gentlemen at court. But I believe their Majesties were not a little surprised at the costume in which Madame Ollivier had the courage and good sense to present herself. The wife of the Prime Minister, though twenty, looks scarcely to have passed sixteen years. She has beautiful light-brown hair, almost blond in the light of evening lamps. This hair she wore in curls hanging on her ears and neck. Her dress was of white tarletane girdle at the waist by a single ribbon, knotted behind like a child's sash. But the great innovation was that in evening dress the wife of the already celebrated Minister wore long sleeves and a *corsage* high on the neck, merely squared off in front over a thick lace *chemisette*. Her husband has caused a revolution in politics. Will Madame Ollivier bring about one in dress? Unfortunately, though exceedingly interesting, she is not handsome. The Emperor had her to sit on his right at dinner, and seemed wonderfully interested in the conversation of this clever daughter of the Powdicherry merchant. But the great social triumph of M. and Mme. Ollivier was the next night at their first reception in their official residence. Since the reign of the Orleans family there has been no such reunion in any *salon* of this capital. All the celebrities, not only of office but of rank, old family, literature and art, assembled to greet as it were the re-establishment of a Constitutional Government. Mme. Ollivier was again dressed in a high-bodied robe this time of rich black velvet, relieved at cuff and neck with white lace. Her long fair tresses were bound up in a simple tie of blue satin ribbon. The Prime Minister was in an inner room leaning on a chimney-piece and having a smile for every one who approached him —a word to each was scarcely possible, so numerous were the visitors. He was remarkable for his absence of *cordon* and ribbon amongst all his decorated friends. Odilon Barrot was there with crowds of other Orleanists. Some say old Barrot's turn towards the Emperor is of unlucky omen. He became Minister to Louis Philippe the night before that monarch fled from Paris. This politician of an old date a few days ago, in making a visit to the Emperor, met the Marquis Talhouet coming out. The new ministe remarked to the ex-minister of another reign that they had met before also. It was nearly twenty years ago in the prison of Mazas where, on the night of the *coup d'état*, they were taken out of their beds and lodged. "I recollect making your bed for you in the prison," said the marquis. "In making my bed there then," replied Odilon Barrot, "I never could have foreseen that you were making a comfortable one for yourself." They spoke of the Emperor and his ill-luck in having so bad a lot in the Buonaparte family and an old anecdote was repeated. One day when His Majesty and Prince Napoleon had a quarrel, the latter, referring doubtless to the rumour of His Majesty's Dutch parentage, said, "You have not a single quality; nothing in fact of the great Emperor about you." "I beg your pardon, Jerome," replied the Emperor, "I have one very unfortunate thing of his about me, his family."—*Paris Letter.*

THE QUEEN'S BENCH AND THE BRIDGE-WATER COMMISSIONERS.

(*Saturday Review*, Jan. 29.)

It is quite evident that if the Queen's Bench is to prevent Election Commissions from going on in what the Chief Justice calls the French way, if witnesses are to answer very mild, civil questions put to them very pleasantly, and answer them so far as they like, they will never find out the truth. The Election Commission, that were held last autumn were successful precisely because they were inquisitorial. The Commissioners went on in the French method until at last they got to the truth. This is not at all an English method of investigating. The object of English criminal tribunals is not to get at truth, but to see that a kind of game between prosecutor and prisoner is played fairly. But the Election Commissioners thought they were meant to get to the bottom of things, and they asked questions on questions, and used all their power, and wielded threats of punishment and promises of pardon until they wrung the truth out of witnesses who were at first in a state of the happiest audacity, and who, being accustomed to the English method of procedure, thought they might safely conceal everything they knew. When first it was proposed that the Judges should be charged with trying election petitions, it was supposed that they might be mixed up with some of this inquisitorial kind of work, and the Chief Justice was very earnest in his remonstrances against the plan. He did not like that the Judges should be connected with proceedings of the kind. But when the scheme came to be worked, the Judges conceived an idea of their duties which must have removed all the apprehensions of the Chief Justice. They looked on an election petition as a matter of litigation between two private parties with which the public had no concern. One litigant was in possession of a sort of freehold, and another litigant tried to oust him, and the Judges saw that the game between them was fairly played according to the rules of English law; and to ensure this amount of fairness, and not to find out what amount of bribery or intimidation existed in any particular constituency, was the task they held to be assigned to them. The Election Commissions were appointed to do exactly what the Judges held they were not empowered or entitled to do. The Commissioners were armed with sufficient authority, and had cast upon them a distinct duty, as they imagined, to ascertain, without any reserve, the whole past history of corruption in the boroughs as to which they were instructed to report. They were very determined, very inquisitorial, very impertinacious; they never rested till they got to the bottom of the whole miserable history, and had found out who had bribed and been bribed for many years past. They were generally held to have rendered a great public service, and to have discharged a public duty with marked success; and among the most successful were the Bridgewater Commissioners. They showed up the follies and crimes of most respectable people; they brought ladies before their dreaded tribunal; they made candidates unbosom their secrets; they showed what the electioneering history of Bridgewater had been for twenty years, and they have placed in the possession of the Commons and the public in general a body of evidence of the most valuable kind.

Undoubtedly they made many mistakes. They asked many foolish questions. They bullied unwilling witnesses. They talked a great quantity of tall talk. They mixed up inquiries into facts with discursive moral reasonings on the same question. They were not always prudent or wise, and the choice of Mr. Austey was, we think, not a wise choice. But the real question is, to whom are they answerable? The public has an undoubted right to animadvert on their mode of doing business, and so has the House of Commons; but it is a very different thing if they are to be reprimanded, abused, and bitterly reproached by the Queen's Bench, as if they had committed a heinous legal offence. The public and the House of Commons would, while freely criticizing, remember and acknowledge their great services and the substantial good they have wrought. It would be natural that, if they were sometimes out of temper and sometimes injudicious—although we are not aware that Mr. Coleridge is open to either reproach—they were three strangers in a society banded and leagued against them, with powerful and respectable men combining to conceal the facts from them, and with the local papers denouncing them as tyrants, and with witnesses like this very Mr. Lovibond acknowledging that professionally, as an attorney, he discountenanced bribery as illegal, but that in his private capacity he bribed as hard as he could. Great allowances would be made for them by those who knew how much there was to irritate them, and how ardently they had laboured in the service of the public. Very different was the treatment they received in the Queen's Bench. The Chief Justice reviled them as if they had been criminals of the lowest class. He compared the answers of this bribing attorney, whose mode of answering had been pronounced by one of the Commissioners to be disgraceful, with the mode in which the Commissioner had conducted the inquiry, and intimated that, although the epithet "disgraceful" might be properly applied, it was with reference to the Commissioner, and not with reference to the witness that it ought really to be used. It was in the eyes of the Chief Justice a greater offence to press Mr. Lovibond hard and to press him in what seems to us an indiscreet way, than to be a shuffling briber with theories about bribing as a private person, and not as an attorney. This language is obviously only to be explained by the detestation which the Chief Justice entertains for what he calls inquisitorial investigations; and if they are very wicked and wrong, the language, though severe to persons who honestly imagined they were men of honour, commissioned to do the public service of revealing foul practices, yet was well calculated to manifest the sentiments of the Queen's Bench on the subject, and to let it be known what are the principles on which it intends to proceed in the task of what the Chief Justice calls controlling this new French mode of getting at the truth. This control of the Queen's Bench will make the proceedings of Election Commissions entirely useless. Perhaps it may be good law that the Queen's Bench should control, and that there can be no doubt that the Chief Justice will do all he can to put it in force, although it must be remembered that none of the Puisne Judges went nearly so far as their chief. If the Chief Justice has, as we take for granted he has, a real horror of bribery and a perception of the enormous moral difference that separates the disgrace of bribery and old standing habits of corruption from indiscretion in the exercise of a public function, it must have been with great pain that he found himself obliged to use language that seemed so contrary to his real thoughts, in order to give the necessary stress to his detestation of inquisitorial Commissions. He may have been right, but he certainly ran a great risk of being misinterpreted; and even if he is right, he is only right in the sense that he is obliged, as of course he may be, to maintain his view of the law against the obvious intention of Parliament and the public. It is his business to expound the existing law, but it is the business of others to alter the law, and to provide either that Election Commissions shall not be appointed, or that, if they are, the Commissioners shall be secured from the control of a Court which looks on them as the enemies of all order and decency because they depart from the recognised methods of English procedure.

THE *Penang Gazette* says—"The last *Straits Government Gazette*, received from Singapore, contains the announcement that Her Majesty has been graciously pleased to appoint Whampoa, Esq., a member of the Straits Legislative Council. This intelligence cannot fail to gratify the coolie trymen, as well as the numerous European friends, of the gentleman commonly known under the name of Whampoa. We are surprised, however, that some of the Governor's advisers did not point out to His Excellency that Whampoa was not the real name of the person whom he proposed to honour, and that it was a mere trading or firm name, and that to designate Mr. Hoo Ah Kay by it on this occasion was as great a solecism as if, when appointing the Hon'ble Mr. Brown to the Legislative Council, it had been announced that Brown & Co., Esq., had been appointed, &c. &c.

BILLIARDS.

JOHN ROBERTS (THE CHAMPION) S. T. MORRIS.

CONSIDERABLE interest naturally attached to the last match the champion played in London before the grand contest for the championship, and therefore the great attendance present at Mr. Philipp's rooms, at the King's Arms, St. George's-road, South-wark, was not to be wondered at, when last night (Jan. 28) John Roberts played against Tom Morris for £25 a-side, giving the last named 300 points in 1,000. Play commenced a few minutes after eight o'clock—the appointed time—with Morris breaking the balls; but Roberts was the first to lead off with a break of 13, which he followed up with another of 20. To these, when Morris had done nothing but make a 2 and a 3, and his whole score 8, the champion succeeded with 13 and 22, until game was called, "Morris 308, Roberts 82." Here the former pulled himself together, and ran up a very nice 28, followed a few strokes afterwards by 24 and 29, but he then, the score being Morris 95, Roberts 90, left the balls, so that Roberts was now Morris, 476; Roberts, 262; and from this point the former ran on to 501, with a capital break of 25, but as the champion succeeded with a careful 35, it was but of little good to him. However, on Roberts breaking down, he went on with 17 more, then giving a miss in baulk. Roberts added four, and then Morris went in with 35, in which were five "spot" hazards, and, Roberts failing to score, with 34. He was now 593, and then the champion added 23, and made his total 332. Ten added by the latter and 11 by Morris still left the players tolerably equal as at starting. Here, however, the champion made a great start, and, from 347, ran up to 380 with an excellent 33, in which were eight "spots," while he followed with 17—Morris meanwhile failing to score. An additional 16 raised Roberts's total score to 415, against Morris's 619, and brought him to within nearly 200 of his opponent. After Morris had added 13, Roberts went on with 15 and 19, until he attained to 449, when Morris got in and ran up 16, followed by 18, after Roberts had an innings and failed to score. A dozen and 17 in succession enabled the last-mentioned player to reach 484; but 11, 9, and 12 also helped Morris to pass into his eighth hundred, and the marker to call the game at Morris, 710; Roberts, 484. When the latter got to 500, and at ten o'clock an interval took place, though the champion's break was not finished. The latter, however, failed to add to his previous score, when the game was resumed, but Morris also breaking down, he afterwards added half a dozen. Subsequently he went on with 24, and Morris succeeded with 11, but then, breaking down at a spot hazard the latter allowed the champion a great opening, of which he availed himself very fully, until he had run up a somewhat lucky (though to the hazards and cannons made during the manipulation were very delicately executed, and at intervals loudly applauded. Morris now added 14 and 30—the latter a capital break—and, after Roberts had scored 19, went on with 21, breaking down at last at a screw pocket hazard. Twenty-three was Roberts's next effort, his hazards striking therein being much appreciated, and Morris succeeded with 13. Double this number the champion scored at his next innings, and then for some time small breaks succeeded. Roberts then made 17, and got as far as 708; but Morris next played an excellent break of 46, and reached to 966. Another 17 helped the champion on to 732, but from 871 Morris added 21, and got to 892. The champion was now 735, but half a dozen "spot" hazards helped him to run up 23 before he next left off scoring. Morris then added 11, and afterwards a lucky double-middle pocket enabled Roberts to put together a break of 41. Morris now failed to score, so Roberts was in a position to put on 26 more, and then the game was called, "Roberts, 826; Morris, 903." Thirteen by the latter was capped by 16 by the champion, and then Morris added 20, making the game 942 to Roberts's 843. The latter then made 7, but followed that score up, as his opponent failed to make any addition to his total, with a break of 68—perhaps the best performance of the evening, and one which was greatly appreciated by the company present, who testified their approbation of the ability displayed in the execution by a good deal of cheering at its finish. Morris then made a dozen, the champion 11, and the former 15—next giving a miss. The champion failed to score, and Morris went on with an unfinished break of 31, and concluded the game, winning by 70 points at a quarter to twelve.

The match was played on a table of Messrs. Cox and Yeoman, and was carefully marked by Mr. Lamb.—*Daily Telegraph.*

STATE BALL AT THE TUILERIES.

Of all the spectacles and displays which, during an errant life in the capitals of Europe, are constantly passing before one's eyes—from the Eglinton Tournament to the last fair in the neighbourhood of Paris, a catalogue which would include coronations, the funerals of patriots, gala rejoicings when streets and rivers were one blaze of light, regal revels and popular demonstrations, racing and reviews—no spectacle deserves the epithet gorgeous better than one of the great state balls at the Imperial Palace of the Tuileries. I do not say that other balls—the Empress's Mondays, for instance, when you have the same space and a twentieth part of the crowd—are not infinitely more pleasant; but then the male guests are in the rather melancholy garb of "the period"—relieved, it is true, by knee-breeches and silk stockings; but still it is a mere evening party, and, as a show, quite a failure. Not so in the Salle des Maréchaux. Let us begin from the beginning. My dear Miss Victoria Alberta, if you were going to be presented at the Imperial Court, this is what you would see, this is what you would not. You would call with your worthy mamma at the hôtel of your Ambassador; and his Excellency having inquired if you have been presented at home, and your mamma having said "Yes," down you will be placed on the list, next to the Dowager Countess of Botheration, *née* Bore, who is a "black animal" of Embassies, and prides herself on having been presented at every Court in Europe, even before the Prussian war. You will then go home to lunch, which here is called *déjeûner*, as you learnt from your governess, if you remember. Then you receive a very large card in a very large envelope. Go to Worth, as your poor dear papa insists upon it happens also to be your father—will know to his cost in a week or two, and then await the night and the hour. "All arrives to those who know how to wait!" At nine, then, on this Wednesday night you arrive shivering at the grand clock entrance of the palace, rather astonished at having seen no crowd, and utterly puzzled at the enormous bonfires which the kindness of the Emperor has caused to be lighted in the court, for the benefit of those poor servants who are kept waiting from nine P.M. to three A.M. Then you are shown into a room, where you find the presentable of all nations waiting for their Ambassadors, Ministers, and Chargés d'Affaires, whose business has already commenced, and who are now in the depths of a diplomatic reception by their Majesties.

And here let me pause, and say that, for a non-dancing Ambassador—I suppose they may dance—a state ball is not a bed of roses; he must be present at nine, and stop up all night at the Imperial table. Not long ago one veteran diplomatist, who was very intimate with the Empress, got off the supper on the same plea which Sam Whitbread advanced when George III. wished to knight him—"Spare me, your Majesty, I'm a great deal too old." But to return: enter the Diplomatic Body—they take precedence from individual seniority; that is, the Ambassador who has been in Paris longest is the "Deacon." Now it is Austria, England—Turkey absent—Russia, Prussia, and America, whose representative was the latest arrival. If you count, my dear Miss Victoria Alberta, you will find that there are about thirty Americans, 20 English and 50 more made up of all other Embassies and Legations. The Secretary of Embassy ranges them according to rank, in Indian file. Then the Emperor and Empress walk round, and your names are announced by your representatives. Everybody bows a good deal, and their Majesties smile, and all is over. You are all presented; the gates of "Court" are opened to you; you may enter; and I hope, my dear Miss Victoria, you are not engaged for the first quadrille.

But, after all, this is not the way to enter the splendid scene. We will suppose we have been presented long, long ago, and, at the same time, we will change the sex. About half-past ten you start, and find, to your astonishment, that, though some thousands of persons are going to the ball, there is not the slightest crowd in the Rue de Rivoli, nor the very slightest necessity for producing that magical police-ticket which "cuts the file" and lets the fortunate possessor go in in front of those who have—as they will to-night at the Hôtel de Ville—been waiting for hours. Last night many people, too, expected that a mob would assemble, and pelt with abuse, if not with stones, the "aristocrats" in cabs. But, Lord bless you! "Rivoli-street," as I once heard it seriously called, was as empty as when we walked up it again at 4 A.M. You enter the hall of the Palace, from which in the daytime there, and on up to the Arc de Triomphe, which is simply magnificent, and, depositing your coat —which, on leaving, you will find in two minutes, though the "tickets" are numbered by thousands—you proceed to ascend the broad staircase, which to-night is changed into a kind of "bosquet" or shrubbery—at the foot, two trumpeters, with their trumpets, displaying the colours which they bear, on their hips; and, on every fourth step, a Cent Garde standing rigidly at "attention." It must be very hard work; but they are changed every quarter of an hour, and not one of the least striking effects of the ball is that produced when the "relief" is out amidst splendidly-dressed women and men, in all manner of garb; you hear their heavy tramp, and see, above the heads of all, the plumed helmets and glittering bayonets—about a yard long—of this "corps d'élite." They are a splendid regiment, bigger than our Life Guards, or Blues, and of course the shortest are not picked out for such a duty as that of a state ball. They stand at each door throughout the whole suite of salons—military mutes mourning over the length of the delights of the dance, and inwardly praying for the cotillon. Having ascended the stairs, you find yourself in a fine vestibule—to the left, a refreshment-room where several officers are already partaking of a "punch," to the right, the great gallery, into which you are welcomed by the hottest of chamberlains, who makes you a bow; you make him another, and so on till he leaves off. And now let me give a piece of advice to "young gentlemen about to enter on life abroad." Always get the last bow—never mind whether his Excellency, or Prince Tooral-ooral (Roumelia), bows three times or thirty—take hold of the two ends of your *chapeau bras*, hold it across your breast, and go in at him; when you see he is beat, give him another, and run away.

The first impression, on entering the great gallery, which acts as the second ball-room also, is that Babel has broken loose; and, indeed, some thousand French ladies, men, and soldiers, all talking at once, *is* trying to the tympanum. Still you are. It is a splendid room, at one end of which are the doors leading to the Salle des Maréchaux, and the end by which you enter on both sides of the entrance the orchestra, from which presently Waldteufel will pour forth his really "dancing" music. I do not recollect when I have heard music so adapted to set elderly gentlemen and even cripples in motion; and, indeed, several gentlemen of very portly presence, and several ladies not so young as they were in 1859, did come out in rather an alarming manner. Stands for wallflowers were erected all round this salon, and they were completely filled. I am bound to say that there were around them some new shoots very refreshing to look at, and that there were many vacant spaces as soon as Waldteufel struck up the first waltz. The centre of the room before dancing was densely crowded with a very curious and motly group. But hark! There is another band in the Salle des Maréchaux. The Emperor and Empress have arrived, ascended their thrones amidst the admiring glances of natives, foreigners, and officers, who get as close as ever they can, and the bows of innumerable chamberlains, in the brightest of red coats and whitest of breeches. Then there is a severe struggle for the doors. Happy he who, getting in the centre, is taken up off his feet and carried passively into that room of rooms! It must be confessed that the politest people in the world are the deuce and all to push and take care of themselves in a crowd, with a cool self-possession and reckless indifference to man or woman which must be almost a virtue.

The Salle des Maréchaux is certainly a splendid room, square, and so huge that the colossal lamps and tides which support the massive ceiling look like pigmies. The walls are panelled, and in each panel is the effigy of a Marshal of France. There you may see the portraits of Berthier, Neufchatel, Joachim Murat—whose descendant and namesake is now one of the Empress—Moncey, Correggiano, Jourdain, Soult, Brune, Lannes, Trevise—whose descendant is absent to-night on account of the death of his father—Ney, Moscowa—there is his descendant, at any rate—Davoust, D'Eckmuhl, Kellerman, De Valmy—there goes the present Duchess—Besière, and D'Erlie. As we pass on these witnesses to the glory of France we observe a short stout man with his hand behind his back also gazing intently—perhaps he is thinking which will be his niche, for he too is a Marshal of France—Canrobert of the Crimea. But these are themes much too prosaic for the scene. The "Bucio" is sounding, and hundreds of "twinkling feet" are keeping time—*deux temps—trois temps*—any time you like. Round the room are ranged a series of red-covered benches, which are so crowded that the best-intentioned mother could not find room for an eldest son. A crowd stands round Waldteufel's magic circle, over which he presides from the gallery. Dozens of chamberlains, with the most polished and even honeyed words, rebuke the encroachers and encourage the dancers. In the centre, on a dais, are the three chrones, which do not look as comfortable as one of Downy and Co.'s warranted sleep-compelling arm-chairs—see advertisement—but a trifle stiff and gilded, on which are seated the Emperor, the Empress, and the Princess Clotilde. The Emperor bears it stoically; the Princess, I fear, wished that she was back at the Palais Royal, where she went, indeed, before supper; but as for the Empress, she looked radiant, and seemed to enjoy everything, as she generally does. Her jewels were a wonder; but close by the dais sat the Princess de Metternich, splendid with the Saudu Teleki jewels; close to her the Princess Remski Konsakoff, in blue velvet, and whole mines of uncut stones; and there, but certainly not least, an English duchess, who required no jewels, though she had them. They used to make a great fuss about the "jewel nights of the Roman Princesses," and I remember once, at the Duchess de Grammont's seeing a whole room full of the "Principesse di Rome" sitting up to be admired, and looking rather like Madame Clessaud. Why I should say that the four ladies in question had on last night more jewels than there are in the whole Œcumenical city. At the end of the first part of the menu of "Waldteufel" the Emperor came down from his throne and walked about the room talking to every one. He looks very well, and indeed is so, thanks to the very much decorated and extremely pleasant person whom he has just so cordially welcomed. Yes, Madam, that is a Doctor, not a Marshal; that is Doctor Ricord, who is as cheery as he is clever. No trace of anxiety could be detected on the Emperor's face, and, indeed, he seemed more lively than usual. A waltz struck up while he was standing in the circle, and no couple would begin. His Majesty turned to the nearest Chamberlain and said, "Do start them; don't let them see a dance;" and then addressed one of the young ladies—by no manner of means the ugliest in the room —and told them that they really must not stand still and spoil his ball. Just as he had resumed his seat the Emperor saw the Baroness Alphonse de Rothschild, and immediately walked across to speak to her.

Now, you will see, we have got rather later in the "deserted" drawing-rooms. Some six saloons, grand in the size, perhaps too heavy in decoration, but splendidly lighted *a giorno*, and relieved every where with ornaments and flowers. It is quite a relief to get into this solitude; and indeed the flowers reminded me of the beautiful gardens of some lover of childhood used to stray," and by some stretch of imagination you might somehow connect the fountain in the round saloon with a "babbling brook." Yet there are hundreds of nice-looking people walking about. Yes, that is the Princess N——; very pretty, is she not? and that man talking to her is a Russian Attaché. There is Madame G——, as pretty as any one here; but then she is half English. The Belgian Minister you may assume at once, and without looking that the lady with him is lovely—she always is. There is the Russian Ambassador, not the least like a "rugged bear." Is that tall lady English, too? No, she is Irish; but she is a "Unionist," and so married into England. There are two doctors, an actor, an ambassadress; the beautiful Mdlle. G——, and her even more lovely mother; then a droll sight—a very large Englishman in a staff uniform examining a photograph—very small Frenchman, looking smaller, in a Court dress, standing and looking at him attentively, à la Gulliver at Brobdignag, and then goes off and calls a fellow Attaché, a thought smaller, and with a Court suit a trifle brighter, and they examined the large officer together. "Magna indigestaque moles." At least, they could not digest it. Yes, my young friends, he is alive, but harmless. Do you see that boy of beauty? Yes. Well, take another look—it is well worth it—and I will tell you where they come from—America. If I had to "place" the beauties last night, I should say England first, America second, and the rest nowhere. The blue and silver Hussar dress is Danish. That velvet manteau court-dress is *fantaisie*; so is that lady in white muslin, smothered in bouquets of full-blown roses. You will observe that there are many short dresses—short enough to dance in, and that powder, as yet the exception, will evidently very soon be the rule.

Then the scraps of conversation which you hear as you move about the rooms!—Stayed there all the season."—"Always a violent man."—"Just slice one fresh truffle into it."—"They were worn so, dear, at Vienna, and the dear Archduchess said——"—"Put the house and the 'Victoria' together, and I will——"—"Go over to Rome, never! but I intend to——"—"Yes, on Wednesday, at one o'clock, *en grand nombre*."—"Been Marcobrunner-vitch?"—"No; he's gone to play a match at ——."—"Married this morning, my dear ——."—"All short costumes and fur in the hair."—"I told his Excellency that he would never be ——."—"Very good for mere plain cooking, but that——"—"As to the great discussion now before the world at Rome, I declare that I prefer ——."—"To get the concession, and begin the work with—a little *bouillon* at least you must take."—"Looks very well."—"Can't stand."—"Free trade is, as I told M. Thiers ——."—"Gone down to Chantilly to see his parents," and so on; and then, through crowds of fair women and men, we go into supper. The Emperor and Empress are supping beneath the shadow of about the most gorgeous plateau ever seen—a perfect village of dead silver, representing Victory, Triumph, and Success —drums, trumpets, and, above all, flags. Allegory stands by, pointing out the meaning, and Common Sense, utterly useless, is hiding in a corner. Still it is very fine, "a goot work," says a German next to me; so is the supper. "No soup, thank you; a little of that pâté à l'Isthmus de Suez, and truffle à la Harem. Thank you, a little pheasant au bois, a few truffles en serviette—a little of that nice salad à la Paradis, a little pineapple, a few ices, cakes, two glasses of champagne and a café ice. Nothing more, thank you. I never eat supper." (*Loquitur* ancient Countess. Poor old ascetic thing!) And so we walked off home, highly delighted with the evening's entertainment, as they used to say in the *Morning Post*. Coming along the Rue de Rivoli, the light gleamed on the scarlet uniform of my companion, and suddenly burst from a cab-stand the cry of "*Vive l'Angleterre*!" which ran down the whole line. "Yes," said a saturnine waterman, "*Vive l'Angleterre! Ils ne sont pas si bêtes que nous.*"—*Daily Telegraph*, Jan. 29.

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TRUSTEES.—Thomas Edwards Moss, Esq., Christopher Bushell, Esq., and Edward Heath, Esq.
DIRECTORS.
CHAIRMAN—Bernard Hall, Esq.
DEPUTY CHAIRMEN—William Hind, Esq., Patrick Hunter, Esq.
John Bateson, Esq. — William Hindman, Esq.
John Bingham, Esq. — R. W. Kelley, Esq.
William Bottomley, Esq. — George B. Kerferd, Esq.
T. Eadgway Eadon, Esq. — Peter Maxwell, Esq.
Alfred H. Cowie, Esq. — Peter M'Lagan, Esq.
Robert C. Crosbie, Esq. — John T. Pagan, Esq.
William Dalgish, Esq. — Clare Sewell Read, Esq.
Henry Duckworth, Esq. — John Sharp, Esq.
William Forbes, Esq. — N. W. J. Strode, Esq.
Andrew Galbraith, Esq. — J. B. Thomson, Esq.
Charlton R. Hall, Esq. — C. J. Thomas, Esq.
H. C. Tunnicliffe, Esq.
ACTUARY AND GENERAL MANAGER.—J. Moncrieff Wilson, Esq.
SUB-MANAGER—Thomas Walton Thomson.
BANKERS—The Liverpool Commercial Bank, and the National Provincial Bank of England.
AUDITORS—Messrs. Hainsood, Banner & Son, Accountants.
PHYSICIANS—James Turnbull, M.D., Liverpool; J. B. Pollock, M.D., London; F. S. Stedman, M.D., Bombay.
The rates of Premium for Fire and Life Insurances will be found as moderate as those of other First Class Offices. Policies are issued under the Life branch of this Company recently established in Bombay, on Civil lives, and Military lives in Civil employ.
For further information and particulars, and for prospectuses, &c., recording Fire and Life Insurances, apply to
LAWRENCE & Co.,
Bombay, 1st Jan. 1868. Agents in Bombay.

BANKS.

NATIONAL BANK OF INDIA (Limited).
Established in Calcutta 1863, and Incorporated under the English Companies' Act of 1862, 23rd March 1866.
CURRENT DEPOSIT ACCOUNTS.
The Bank opens Current Deposit Accounts and allows Interest at the rate of 2 per cent. per annum on Customers' Daily Balances from Rs. 500 up to Rs. 1,00,000.
FIXED DEPOSITS.
The Bank receives Money, on Fixed Deposit, and allows Interest thereon as follows:—
On Deposits subject to 3 months' notice of withdrawal 3 per cent.
" 6 " " 5 "
" 12 " " 6 "
EXCHANGE.
On London at 6 months' sight.....1/11 3/4
" 3 " 1/11 9/16
" on demand.....1/11 3/8
" Scotland and Ireland.....1/11 5/16
Circular Notes.....1/11 1/4
By order of the Directors,
JAMES WINDRAM, Manager.
Bombay, 23rd November, 1869.

CHARTERED MERCANTILE BANK of INDIA, LONDON, and CHINA.
EXCHANGE.
The Bank grants Drafts
On London at 6 months' sight above £50 at Is. 11 3/4d. per Rs.
" 4 " " at Is. 11 5/8d. "
" 3 " " at Is. 11 9/16d. "
" 2 " " at Is. 11 1/2d. "
" 1 " " at Is. 11 7/16d. "
On demand..... at Is. 11 3/8d. "
On Scotland and Ireland.....
Circular Notes for the use of Travellers on the Continent and to Europe, Overland at 1 day's sight..... at Is. 11 5/16d. "
The Bank also draws on the Branches of the Bank of New South Wales.
INTEREST.
On Deposit accounts payable on demand interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. per annum on the daily balance not exceeding one Lac Rupees.
ON FIXED DEPOSITS.
12 months..... 8 per cent.
6 do. ..... 5 "
3 do. ..... 3 "
All Letters should be addressed and Hoondies made payable to Agent, Chartered Mercantile Bank.
Bombay, 19th November 1869.

COMPTOIR D'ESCOMPTE DE PARIS.—(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1864.)
Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.
Subscribed and Paid-up Capital £3,200,000
Reserve Fund 800,000
HEAD OFFICE—PARIS.
AGENCIES.
Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.
LONDON BANKERS.
The Union Bank of London; Messrs. C. J. Hambro and Sons.
AGENTS IN SCOTLAND.—National Bank of Scotland.
AGENTS IN IRELAND.—The Munster Bank, Limited. The Belfast Banking Company.
TERMS OF BUSINESS.
The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.
Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.
Investments and sales of all descriptions of British and Foreign Securities, &c., effected.
The Bank takes charge of Securities for customers, and receive Dividends on Indian and Foreign Funds, Railway and other Shares.
Every other description of Banking business transacted.
All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."
E. J. HARDCASTLE,
Manager.
9, Rampart Row, Bombay, 25th August 1869.

FOR SALE.

FOR SALE, four valuable COFFEE ESTATES and SPICE GARDENS in the Travancore Territory. For particulars apply to Messrs. FINLAY, SCOTT, & Co.
Bombay, 22nd February 1870.

TO PRINTERS and Others.—For SALE, a large quantity of French DOUBLE FOOLSCAP PRINTING PAPER, at Rs. 3-4 per Ream.—Apply to the Manager "Bombay Gazette." Meadow Street, Fort.

FOR SALE, one superior Horizontal High-pressure Stationery STEAM ENGINE, with Cylinder 10½ inch diameter and 18 inch stroke; also Boiler complete. For particulars apply to
RENNIE, SCOVELL, & Co.,
Church Lane.

FOR SALE, at T. CHATELAIN MONTANDON'S, Hummum Street,
A very great choice of WATCHES, JEWELLERY, CLOCKS, MUSICAL BOXES, by the best makers.
Repairs in Watches, Clocks and Jewellery undertaken and carefully made.
T. CHATELAIN MONTANDON.

FOR SALE, PAINTS and OILS from the Manufactory of Messrs. JOHN MATHEWS & Co., HATTON GARDEN WORKS
PAINTS,—White, Green, Black and Chocolate.
Zinc Metallic White.
White Zinc.
White Lead.
Red Lead.
Oxide of Iron.
OILS.—Boiled and Raw Linseed.
Apply to the Agents in Bombay,
14, Meadow Street. OWEN & OKELL.

JAMES W. ALLAN AND Co., (Late KINLOCH and ALLAN)
3, NICOBEE LANE, FORT,
BOMBAY.
Bar, Plate, Sheet and Hoop Iron.
Cast and Blister Steel.
Pig and Sheet Lead.
Lead and Wrought Iron Pipes.
Cast Iron Pipes.
Contractors' Goods.
India Rubber Suction Hose.
India Rubber Sheet.
Galvanized Corrugated Iron and Fittings.
Portland Cement.
Crab Winches, Bench Vice, Buckets, Shovels.
One Donkey Engine complete to lift and force 8,000 gallons per hour, complete.
One Circumferenter, complete.

MAIN'S "PATENT" CONTINUOUS BAR FENCING.
This Fence is now universally admitted to be the best and most secure that can be adopted; and from its great durability, and the facility with which it can be erected or removed, is in the end the cheapest.
As compared with a Wire Fence its advantages are:—
1st. Its greater strength and weight. The Horizontal Bars being stronger and heavier than Wires, the "Continuous Bar Fencing" is not so easily injured; and what is of great importance, it is visible to animals, and thus accidents by animals running against the Fence are, in general, prevented.
2nd. No stones are required, and therefore a "Continuous Bar Fence" can be erected more quickly, without breaking up the ground and by ordinary labourers.
3rd. No "Stays" or other "Extras" for curves are required.
JAMES W. ALLAN & Co. having been appointed Sole Agents, for Messrs. A. and J. Main & Co., are now prepared to give quotations for the above, as also for Wire Fencing, Wire Netting, Ornamental Gates, Railings, &c., &c.

FOR SALE, on Commission, at the Rooms of ROMANJEE DOSSABHOY, Commission Agent, next to the Book and Tract Society, Esplanade:
Just Unpacked.
A fresh batch of plane and best buggy dog-cart, gig and carriage harnesses, with double stitches and warranted German silver furnitures.
A few four in hand whips.
The property of a Gentleman.
A second-hand English-built miniature brougham in excellent order.
Just Landed.
A very neat and light English-built buggy on C springs, by Ness of London.
A very handsome English-built new four-seated open-carriage with moveable glass shutters by W. Kinnear, London.
The property of a Gentleman.
A very strong and light four wheeled dog-cart with a serviceable chesnut horse and harness.
The properties of Gentlemen.
2 second-hand English-built light four-seated open-carriage.
A first-rate high-wheeled Maivern dog-cart by McNaught and Smith.
Just Landed ex Fifeshire.
A new English-built self-driving or Park phaeton with lamps, pole and shaft by Ness.
A Velocipide.
The property of a Gentleman.
A very handsome light miniature Landau Sociable with lamps, pole and shaft by Ness.
A nearly new light English-built buggy.
The property of a Gentleman.
2 sets of very best Kersey horse clothings.
A pair of high-caste flea-bitten grey Arab carriage horses with a nearly new set of double harness.
The property of a Gentleman.
1 second-hand English-built Hansom Cab by Robson & Co.
A ditto single-seat phaeton.
The property of a Gentleman.
A nearly new light English-built mail phaeton by Lewis.
Just Landed.
A very neat single seat miniature Brougham for a single horse with lamps and shaft by Ness, London and Liverpool.
The above Brougham is expressly built to order for India and is very useful for office work.
Just Landed.
A very handsome mail phaeton by Kinross.
Also,
2 nearly new hogskin hunting saddle and bridle